





We carry the Best Line of
Sporting Goods
in the Maritime Provinces.

xxxxxxxxxx

Columbia and Jubilee Bicycles. Fishing Tackle. Forest's Celebrated Trout and Salmon Flies. Silvertown Golf Balls. McEwan's Scotch Golf Clubs. English, American and Belgian Guns, Rifles and Revolvers. Winchester, Eley's and Dominion Ammunition. Hazard's Smokeless and Black Gun Powders. Joseph Rodgers & Son's and George Woodhead & Son's English Cutlery.

W. H. THORNE & CO., Ltd., Market Square, ST. JOHN, N. B.

EDGECOMBE & CHAISSON,

...Tailors...

104 KING STREET, • SAINT JOHN, N. B.



Bicycle Tourists —



And others visiting St. John would do well
to call on EDGECOMBE & CHAISSON and leave
their order for an . . .

♦ ♦ Up-to-date Suit or Overcoat. ♦ ♦



DIRECT IMPORTERS OF HIGH CLASS WOOLENS

Suitable for Fine Tailoring.

✂ HEADQUARTERS C. W. A. ✂



The Dufferin,

— ST. JOHN, N. B. —



E. LeRoi Willis, / / / Proprietor.



MASSEY-HARRIS BICYCLES

Run Easy—and Keep Running Easy.

.....TOURING WHEELMEN will appreciate the promptness with which good work is done by our **REPAIR DEPARTMENT.**

Bicycle Livery, Riding Academy and Salesroom, **ST. ANDREW'S RINK,**
CHARLOTTE STREET, ST. JOHN, N. B.

Bicyclists

....Will please note that we have the
Best Value in

MEN'S SWEATERS,
NEGLIGE SHIRTS,
BICYCLE HOSE,
BELTS,
BICYCLE COATS,
TROUSERS AND SUITS.

Many of our Bicycle Garments are
WATERPROOF.

Special Makes of Light All-Wool Underwear
for Bicyclists.

Tourists

....Will please take notice that we make
a Specialty of

ENGLISH GOODS.

Men's Waterproof Coats, largest assortment
in Canada, - - - - \$7.50 up.

Men's English and Scotch Underwear, Summer
and Winter weights.

Men's Genuine Irish Socks, - - 35c. up.

Men's English Gloves—Dent's, - \$1.00 up.

Finest Stock of Travelling Rugs in Canada.

Men's Umbrellas, Valises, etc.

Manchester, Robertson & Allison,

27 & 29 KING ST.,

39 & 41 GERMAIN ST.,

13 & 15 MARKET SQUARE,

SAINT JOHN, N. B.

917
B2

917.15
B261

Transferred from Roughed box

701



Maritime Provinces



Road Book.

we make

assortment
\$7.50 up.

year, Sum-

35c. up.

\$1.00 up.

Canada.

SQUARE,

E. J. ARMSTRONG, PRINTER,
ST. JOHN, N. B.

COPYRIGHT 1898.
J. M. BARNES.

Entered according to the Act of Parliament at the Office of the Minister of Agriculture,
Ottawa, by J. M. Barnes, St. John, N. B., May 1898.

ALTHOUGH THE COPYRIGHT STANDS IN ITS
CHIEF CONSUL'S NAME, THIS BOOK IS THE
PROPERTY OF THE NEW BRUNSWICK DISTRICT,
OF THE CANADIAN WHEELMEN'S ASSOCIATION.

T

in a

I

me ca

I

as we

A

to be

Island

C

the u

✻ INTRODUCTORY. ✻

THE preparation of this book has involved a great amount of labor on my part. Every precaution has been taken to prevent errors, but undoubtedly some have crept in. This, in a great measure, is due to the apathy of those to whom I applied for information.

I would take it as a favor, if any cyclist, after going over any of the routes, would send me careful corrections of any errors.

I tender my sincere thanks to all who have aided me in collecting material for this book as well as assisting me in other ways.

A map has not been inserted for the reason that it would have to be on too small a scale to be useful. Rand, McNally & Co's. map of Nova Scotia, New Brunswick and Prince Edward Island gives a very good idea of the provinces, and is easily procurable anywhere for 25 cents.

Copies of this Road Book will be mailed to any address on receipt of \$1.00, by addressing the undersigned. Special rates to members of the C. W. A.

J. M. BARNES,

Chief Consul,

P. O. Box 19, St. John, N. B.

GENERAL INFORMATION.

New Brunswick, Nova Scotia and Prince Edward Island form what are known as the Maritime Provinces. As a pleasure resort for tourists they offer every advantage. Expenses need not exceed \$1.50 per day. Black flies are unknown, mosquitoes are not troublesome and the nights always cool. Excessive heat is the exception rather than the rule. Hay fever cannot live in this climate. Very seldom does the thermometer get above 85° in St. John. Good shooting, famous fishing lakes and streams, magnificent scenery, hospitable people, etc., all combine to make the provinces a tourists' paradise.

NEW BRUNSWICK.

One of the finest bicycle trips is along the St. John river. Starting at St. John the road and river run side by side for some 250 miles. This body of water begins in Maine and fed by numerous streams assumes enormous proportions before it reaches an outlet into the harbour of St. John, through a narrow rocky gorge not more than 150 yards wide. One of the peculiar features about this outlet is, that the water runs both ways, that is, at low tide the river empties into the harbour and at high tide the harbour runs into the river, backing it up for twenty miles and more. The tide in the

harbour rises and falls 15 to 20 feet. All along our highways good drinking water is plentiful. The roads being of a gravelly nature afford easy riding, hills not troublesome, and stopping places every few miles.

St. John to Moncton, through the Kennebecasis Valley, is another nice trip.

Then again there is a trip up the North Shore to Bathurst and along the Bay Chaleur to Campbellton and Metapedia, where the famous salmon fishing pools on the Restigouche river are situated. Briefly New Brunswick is a vast game reserve, abounding in moose, caribou, deer, etc., further particulars of which may be obtained from the Hon. A. T. Dunn, Surveyor General, St. John, N. B.

Fredericton, the capital, is 96 miles from St. John, on the river.

NOVA SCOTIA.

The land of Evangeline has been immortalized by Longfellow. It presents many features to tourists. Halifax, its capital, is one of the strongest fortified cities in Canada. It is naval headquarters for England. Like its sister province, New Brunswick, it abounds with lakes and streams teeming with "speckled beauties."

The roads are good with the exception of a part of the Annapolis Valley, where sand is the rule. Yarmouth is the most convenient starting point, from which there are two routes to Halifax. An

extended tour would be from Yarmouth to Halifax via the South Shore route, returning by the Valley route to Kentville, take train to Digby, crossing Bay of Fundy to St. John, thence up the St. John river. Another way is to wheel from Yarmouth to Annapolis, train to Kentville, wheel to Windsor, train to Halifax, train to Amherst then wheel to St. John.

Wheelmen who have visited Cape Breton do not speak very highly of the roads for cycling.

PRINCE EDWARD ISLAND.

This province has been styled the "Garden of the Gulf." Its delightful climate and charming scenery are very inviting. The soil is of a sandy nature, not altogether to the cyclists liking. It is reached by steamer from Pictou, N. S. and Pt. Du Chene, N. B. (one mile from Shediac).

The rules of the road are :—Meet to the left, pass to the right.

July, August and September are the nicest months. If in the latter month a light overcoat will feel good in the evenings.

Don't feel annoyed if you are asked to show your C. W. A. ticket at official hotels. Our agreement with hotel proprietors is very binding in this respect.

The firms advertising in this book are the leaders in their respective lines. They are worthy of any patronage you may extend to them.

For pamphlets giving a fuller description of New Brunswick apply to C. D. Shaw, Sec'y Tourist Association, St. John. N. B.

1. S
2. S
3. S
4. S
5. S
6. S
7. V
8. V
9. V
10. T
11. A
12. A
13. A
14. C
15. C
16. C
17. H
18. H
19. H
20. M
21. N

INDEX TO ROUTES.

7

1. St. Stephen to St. George, St. John.....	17	22. St. John to Gondola Point.....	56
2. St. Stephen to St. Andrews, St. George, St. John	19	23. St. John to Cedars.....	57
3. St. Stephen to Harvey, Fredericton	20	24. St. John to Loch Lomond, St. Martins.....	58
4. St. John to Fredericton, Woodstock, Grand Falls, Riviere Du Loup.....	22	25. St. John to Golden Grove.....	59
5. St. John to Welsford, Fredericton.....	29	26. St. John to Mispick.....	59
6. St. John to Moncton, Amherst, Truro, Halifax	30	27. Mill Village to Bridgewater.....	60
7. Moncton to Shediac, Chatham, Bathurst, Camp- bellton.....	36	28. Truro to Economy, Five Islands, Parrsboro....	61
8. Yarmouth to Weymouth, Digby, Annapolis, Kentville, Windsor, Halifax.....	39	29. Woodstock to Hartland, Florenceville, Andover	62
9. Yarmouth to Shelburne, Liverpool, Bridgewater, Halifax	43	30. Woodstock to Houlton.....	63
10. Truro to New Glasgow, Antigonish, Mulgrave..	46	31. Petitcodiac to Havelock.....	63
11. Antigonish to Sherbrooke.....	48	32. Summerside to Charlottetown.....	64
12. Antigonish to Guysboro, Canso.....	49	33. Rustico Beach to Summerside....	64
13. Antigonish to Isaac's Harbor.....	50	34. Port Hawkesbury to St. Peters, Gaberouse, Sydney	65
14. Charlottetown to Georgetown.....	51	35. Port Hawkesbury to St. Peters and Sydney....	66
15. Charlottetown to Rustico Beach.....	52	36. Port Hawkesbury to Port Hastings, Orangedale, Grand Narrows, Sydney	67
16. Charlottetown to Brackley Beach.....	52	37. Port Hawkesbury to Port Hood, Baddeck, Sydney	68
17. Eastport to Calais, St. Stephen.....	53	38. Baddeck to Margaree Harbor.....	70
18. Fredericton to Sheffield.....	54	39. Sydney to Bras D'or, Cape North.....	71
19. Fredericton to Marysville.....	54	40. Gaberouse to Louisburg, Sydney.....	72
20. Middleton to Berwick.....	55	41. St. Peters to Arichat.....	72
21. New Glasgow to Pictou	55	42. Moncton to Shediac.....	73
		43. Moncton to Hillsborough.....	73
		44. Boston to Portland, Bangor, Calais.....	74

INDEX.

Acadia Mines, N. S.,.....	34	Bear River, N. S.,.....	40	Brackley Beach, P. E. I.,	52
Albert, N. B.,.....	73	Bear River Station, N. S.,	40	Brewer, Me.,.....	80
Albert Bridge, C. B.,.....	72	Beaver Cove, C. B.,.....	68	Bridgetown, N. S.,.....	40
Amherst, N. S.,.....	33	Bedford, N. S.,.....	42	Bridgewater, N. S.,.....	45, 60
Anagance, N. B.,.....	31	Belledune, N. B.,.....	38	Broad Cove, N. S.,.....	60
Andover, N. B.,.....	26, 62	Ben Lomond, N. B. (See Loch Lomond),		Brockway, N. B.,.....	21
Annapolis, N. S.,.....	40	Benson's Corner, N. B.,.....	17, 19	Brookfield, N. S.,	35
Antigonish, N. S.,.....	47, 48, 49, 50	Benton, Me.,.....	79	Brooklyn, N. S.,.....	44
Apohaqui, N. B.,.....	31	Berwick, N. S.,.....	41, 55	Brook Village, C. B.,.....	69
Argyle, N. S.,.....	50	Beverly, Mass.,.....	74	Brookville, N. B.,.....	30
Arichat, C. B.,.....	72	Bible Hill, N. S.,.....	46	Brown's Flats, N. B.,.....	23
Aroostook Junction, N. B.,.....	26	Biddeford, Me.,.....	76	Brunswick, Me.,.....	78
Auburn, N. S.,.....	41	Big Bras d'Or, C. B.,.....	71	Buctouche, N. B.,.....	36
Augusta, Me.,.....	79	Big Bridge, C. B.,.....	65	Bucklaw, C. B.,.....	69
Aulac, N. B.,.....	33	Big Brook, C. B.,.....	67	Burnham Junction, Me.,.....	79
Aylesford, N. S.,.....	41, 55	Big Harbor, C. B.,.....	69	Calabash Road, C. B.,.....	69
Baddeck, C. B.,.....	69, 70	Big Pond, C. B.,.....	67	Calais, Me.,.....	53, 81
Balmoral, C. B.,.....	65, 66, 72	Black Bridge, N. S.,.....	47	Cambridge, N. S.,.....	41
Bangor, Me.,.....	80	Black River, N. B.,.....	58	Campbellton, N. B.,.....	38
Barnesville, N. B.,.....	58	Boisdale, C. B.,.....	68	Canso, N. S.,.....	49
Barrington, N. S.,.....	34	Boom, C. B.,.....	67	Canterbury, N. B. (see Meductic),	
Barrington Passage, N. S.,	43	Bonaventure River, Que.,	38	Cape North, C. B.,	71
Barton, N. S.,.....	39	Boston, Mass.,.....	74	Caplin, Que.,.....	38
Bass River, N. S.,.....	61	Boularderie, C. B.,.....	69	Caraquet, N. B.,.....	37
Bateman's Spring, N. B.,.....	36	Boundary Creek, N. B.,	32	Carmel, Me.,.....	80
Bath, N. B.,.....	62	Boundary Line (Me. and N. B.),..	63	Carleton, Que.,.....	38
Bathurst, N. B.,.....	37	Bowdoinham, Me.,.....	78	Cariboo Marsh, C. B.,... ..	66
Bayside, N. B.,.....	19			Cash's Corner, Me.,.....	76

Catal
Caver
Cedar
Charle
Charle
Chath
Chelse
Cherry
Chest
Chest
Christ
Church
Cleme
Clifton
Clifton
Clinton
Clybur
Clyde
Cocaig
Coldbr
Coldbr
Colling
Colum
Count
Coxhe
Crossp
Cross
Crow
Dalho

I.,	52	Catalone, C. B.,	72	Dartmouth, N. S.,	35	Folly Village, N. S.,	34, 61
80		Cavendish, P. E. I.,	64	Dedham, Me.,	80	Fort Ingalls, Que.,	28
40		Cedars, N. B.,	57	D'Escousse, C. B.,	72	Fox Creek, N. B.,	32
45, 60		Charlo, N. B.,	38	Dennysville, Me.,	81	Franklin, Me.,	81
60		Charlottetown, P. E. I.,	51, 52, 64	Digby, N. S.,	40	Franklin Roads, Me.,	81
21		Chatham, N. B.,	37	Digdeguash, N. B.,	17	Freeport, Me.,	77
35		Chelsea, Mass.,	74	Dorchester, N. B.,	32	Fredericton, N. B.,	21, 25, 29, 54
44		Cherryfield, Me.,	81	Dorchester Road Crossing, N. B.,	73	Fredericton Junction, N. B.,	29
69		Chester, N. S.,	45	Dunstan's Corner, Me.,	76	French Road, C. B.,	65
30		Chester Basin, N. S.,	45	Dyers, N. B.,	17	Gaberoose, C. B., (Gabarus),	65, 72
23		Christmas Island, C. B.,	68	East Bay, C. B.,	67	Gaberoose Lake, C. B., (Gabarus),	65
78		Church Point, N. B.,	37	East Machias, Me.,	81	Gagetown, N. B.,	24
36		Clementsport, N. S.,	40	Eastport, Me.,	53	Gardiner, Me.,	78
69		Clifton, N. B.,	57	East Pubnico, N. S.,	43	Geary, N. B.,	29
79		Clifton Ferry, N. B.,	56, 57	Economy, N. S.,	61	Georgetown, P. E. I.,	51
69		Clinton, Me.,	79	Edmunston, N. B.,	27	Getson's Cove, N. S.,	60
53, 81		Clyburn Brook, C. B.,	71	Eel River, N. B., (See Meductic.)		Gibson, N. B.,	54
41		Clyde River, N. S.,	43	Ellsworth, Me.,	81	Gilbert's Corner, N. B.,	36
38		Cocaigne, N. B.,	36	Ellsworth Falls, Me.,	80	Golden Grove, N. B.,	59
49		Coldbrook, N. B.,	30, 59	Elmsdale, N. S.,	35	Gold River N. S.,	45
Meductic),		Coldbrook, N. S.,	41	Enfield, N. S.,	35	Gondola Point, N. B.,	56
71		Collingwood Corner, N. S.,	34	Englishtown, C. B.,	71	Grand Anse, N. B.,	37
38		Columbia Falls, Me.,	81	Estmere, C. B.,	67	Grand Anse, C. B.,	65, 66, 72
37		Country Harbor Cross Rd's, N. S.,	50	Etna, Me.,	80	Grand Bay, N. B.,	23
80		Coxheath Bridge, C. B.,	68	Fairfield, Me.,	79	Grand Falls, N. B.,	27
38		Crosspoint, Que.,	38	Fairville, N. B.,	18, 22	Grand Lake, N. S.,	35
66		Cross Roads, C. B.,	68	Falmouth Foreside, Me.,	77	Grand Narrows Bridge, C. B.,	67
76		Crow Harbor, N. B.,	18	Five Islands, N. S.,	61	Grand Pre, N. S.,	41
		Dalhousie, N. B.,	38	Florenceville, N. B.,	26, 62	Grand River Bridge, C. B.,	65

Grandigue Ferry, C. B.,	72	Hoyt, N. B.,	29	Lepage's Corner, P. E. I.,	52
Granville, N. S.,	40	Hubbards Cove, N. S.,	45	Lepreaux, N. B.,	18
Great Village, N. S.,	61	Hunter's Mountain, C. B.,	70	Lewisville, N. B.,	36
Grove's Point, C. B.,	69	Hunter River, P. E. I.,	64	Liverpool, N. S.,	44
Guysboro, N. S.,	49	Indian Brook, C. B.,	71	Little Bras d'Or, C. B.,	69, 71
Halfway House, C. B.,	71	Ipswich, Mass.,	75	Loch Lomond, N. B.,	58
Halifax, N. S.,	35, 42, 46	Irish Cove, C. B.,	66	Lockport, N. S.,	44
Hallowell, Me.,	78	Isaac's Harbor, N. S.,	50	Londonderry, N. S.,	34
Hampstead, N. B.,	24	Jacksonville, N. B.,	26	Long Point, C. B.,	68
Hampton, N. B.,	31	Jacquet River, N. B.,	38	Louisburg, C. B.,	72
Hampton, N. H.,	75	Jonesboro, Me.,	81	Lower Argyle, N. S.,	43
Hampton Village, N. B.,	31	Jones' Creek, N. B.,	23	Lower L'Ardoise, C. B.,	65
Hantsport, N. S.,	41	Jordan River, N. S.,	44	Lower Prince William, N. B.,	25
Hanwell, N. B.,	21	Judique, C. B.,	68	Low Point, C. B.,	68
Harrisville, N. B.,	36	Kempt Road, C. B.,	65, 66	Lunenburg, N. S.,	45
Harrington, Me.,	81	Kennebunk, Me.,	76	Lynn, Mass.,	74
Hartland, N. B.,	62	Kensington, P. E. I.,	64	Mabou Bridge, C. B.,	69
Harvey, (York) N. B.,	21	Kentville, N. S.,	41	Machias, Me.,	81
Havelock, N. B.,	63	Kilburn, N. B.,	62	Mahone Bay, N. S.,	45
Hawkshaw, N. B.,	25	Kingsclear, N. B.,	25	Malignant Cove, N. S.,	47
Hay Cove, C. B.,	66	Kingston, (Kent) N. B.,	36	Margaree Forks, C. B.,	70
Hazel Hill, N. S.,	49	Kingston, N. S.,	41	Margaree Harbor, C. B.,	70
Heatherton, N. S.,	47	Kouchibouguac, N. B.,	37	Margate, P. E. I.,	64
Herman, Me.,	80	L'Archevique, C. B.,	65	Maria, Que.,	8
Hillsborough, N. B.,	73	L'Ardoise, C. B.,	65	Marion Bridge, C. B.,	66
Holden, Me.,	80	Lake Law, C. B.,	70	Marysville, N. B.,	54
Hopewell Cape, N. B.,	73	Lawrence, N. B.,	21	McFadden's Corner, N. B.,	36, 73
Horton Bridge, N. S.,	41	Lawrencetown, N. S.,	40	McKinnon's Harbour, C. B.,	67
Houlton, Me.,	63	Leitch's Creek, C. B.,	68	Meadows, N. B.,	20

Mea
Med
Meln
Mem
Mete
Mely
Midd
Midd
Mill
Mill
Milton
Millv
Mispe
Mond
Moore
Moun
Mt. T
Mulgr
Musq
Nauw
Nerep
Newb
Newb
Newb
New
New
New
New

I.,	52	Meadow Brook Crossing, N. B.,...	73	New Richmond, Que.,.....	38	Pictou, N. S.,	55
.....	18	Meductic, N. B.,.....	25	New River Beach, N. B.,.....	18	Pictou Landing, N. S.,.....	55
.....	36	Melrose, N. S.,.....	48	Northeast Margaree, C. B.,.....	70	Pittsfield, Me.,.....	80
.....	44	Memramcook, N. B.,.....	32	North Ingonish, C. B.,.....	71	Port Gilbert, N. S.,.....	39
.....	69, 71	Meteghan, N. S.,.....	39	North Kingston, N. S.,.....	55	Port Hastings, C. B.,.....	67, 68
.....	58	Melvorn Square, N. S.,.....	55	Norton, N. B.,	31	Port Hawkesbury, C. B., 65, 66, 67, 68	
.....	44	Middle Cape, C. B.,.....	67	North Rustico, P. E. I.,.....	64	Port Hood, C. B.,.....	69
.....	34	Middle River, C. B.,.....	70	North Sydney, C. B.,.....	69, 71	Port Joli, N. S.,.....	44
.....	68	Middleton, N. S.,.....	40, 55	Northwest Arm, C. B.,.....	68	Portland, Me.,.....	76
.....	72	Mill Cove, Me.,.....	53	North Wiltshire, P. E. I.,.....	64	Port Matoun, N. S.,.....	44
.....	43	Mill Village, N. S.,.....	44, 60	Notre Dame du Lac, Que.,.....	28	Port Maitland, N. S.,.....	39
.....	65	Milton, P. E. I.,.....	51, 64	Nyanza, C. B.,.....	69	Portsmouth, N. H.,.....	75
N. B.,	25	Millville, C. B.,.....	71	Oak Bay, N. B.,.....	17, 19	Poquiock (See Hawkshaw, N. B.),	
.....	68	Mispeck, N. B.,.....	59	Oak Hill, Me.,.....	76	Pownal, P. E. I.,.....	51
.....	45	Moncton, N. B.,.....	32, 36, 73	Oak Point, N. B.,.....	23	Red Beach, Me.,.....	53
.....	74	Moore's Mills, N. B.,.....	20	Ogunquit, Me.,.....	76	Red Islands, C. B.,.....	66
.....	69	Mount Uniacke, N. S.,.....	42	Orangedale, C. B.,.....	67	Richibucto, N. B.,	36
.....	81	Mt. Thom., N. S.,.....	46	Oromocto, N. B.,.....	24, 29	Richmond, Me.,	78
.....	45	Mulgrave, N. S.,.....	47	Oxford, N. S.,.....	34	Richmond Corner, N. B.,.....	63
.....	47	Musquash, N. B.,.....	18	Parrsboro N. S.,.....	61	River Dennis, C. B.,.....	67
.....	70	Nauwigewauk, N. B.,.....	31	Paspebiac, Que.,.....	38	River du Loup, Que.,.....	28
.....	70	Nerepis, N. B.,.....	29	Peel, N. B.,.....	62	River Inhabitants Bridge, C. B., 65, 66	
.....	64	Newburg Junction, N. B.,.....	62	Pennfield Corner, N. B.,.....	18	Riverside, N. B.,	30
.....	8	Newbury Old Town, Mass.,.....	75	Pennfield Station, N. B.,.....	18	Riverside, Me.,.....	79
.....	66	Newburyport, Mass.,.....	75	Penobsquis, N. B.,.....	31	Robbinston, Me.,.....	53
.....	51	New Carlisle, Que.,.....	38	Perry, Me.,.....	53	Roix Station (Road), N. B.,.....	17
B.,.....	36, 73	Newcastle, N. B.,.....	37	Perth, N. B.,.....	62	Rothesay, N. B.,.....	30, 56
B.,	67	New Glasgow, N. S.,.....	47, 55	Petitcodiac, N. B.,.....	32, 63	Rowley, Mass.,.....	75
.....	20	New Harris, C. B.,	71	Petite Riviere, N. S.,.....	60	Rustico Beach, P. E. I.,	52, 64
		Newport, Me.,.....	80	Petite Rocher, N. B.,.....	37	Rusticoville, P. E. I.,	64

Sable River, N. S.,.....	44	St. Jacques, N. B.,.....	27	Vanwart's, N. B.,.....	24
Sackville, N. B.,.....	31	St. John, N. B., 19, 22, 29, 30, 56, 58,	59	Vassalboro, Me.,.....	79
Saco, Me.,.....	76	St. Louis, N. B.,.....	36	Vernon River, P. E. I.,.....	51
Salem, Mass.,.....	74	St. Margarets Bay, N. S.,.....	45	Victoria Corner, N. B.,.....	26
Salem, N. S.,.....	46	St. Martins, N. B.,.....	58	Vogler's Cove, N. S.,.....	60
Salisbury, N. B.,.....	32	St. Marys, N. B.,.....	54	Waterville, N. B.,.....	26
Saltsprings, N. S.,.....	46	St. Peters, C. B.,.....	65, 66, 72	Waterville, N. S.,.....	41
Saulnierville, N. S.,.....	39	St. Rose, Que.,.....	27	Waterville, Me.,.....	79
Seabrook, N. H.,.....	75	St. Stephen, N. B.,.....	17, 19, 20, 53	Waverley, N. S.,.....	35
Shag Harbor, N. S.,.....	43	Stellarton, N. S.,.....	46	Waweig, N. B.,.....	17
Shediac, N. B.,.....	36, 73	Summerside, P. E. I.,.....	64	Wells, N. H.,.....	76
Sheffield, N. B.,.....	54	Sussex, N. B.,.....	31	Welsford, N. B.,.....	29
Shelburne, N. S.,.....	44	Sutherland's River, N. S.,.....	47	Wenham, Mass.,.....	75
Sherbrooke, N. S.,.....	48	Sydney, C. B.,.....	66, 67, 68, 69, 71, 72	Westchester, N. S.,.....	34
Shubenacadie, N. S.,.....	35	Sydney Forks Bridge, C. B.,.....	67	Westfield Beach, N. B.,.....	23, 29
Shunacadie, C. B.,.....	68	Sydney Mines, C. B.,.....	69, 71	Westville, N. S.,.....	46
Silver Falls, N. B.,.....	58	Tabusintac, N. B.,.....	37	Weymouth, N. S.,.....	39
Smith's Cove, N. S.,.....	40	Tea Hill, P. E. I.,.....	51	Whycocomagh, C. B.,.....	69
Soldier's Cove, C. R.,.....	66	Tear River, C. B.,.....	65, 66, 72	Willow Grove, N. B.,.....	58
South Bay, N. B.,.....	23	Thomas' Corner, N. B.,.....	21	Wilmot, N. S.,.....	40
South Bay Ingonish, C. B.,.....	71	Thorburn, N. S.,.....	47	Windsor, N. S.,.....	42
South Branch, N. B.,.....	29	Topsham, Me.,.....	78	Winslow, Me.,.....	79
Springhill, N. B.,.....	25	Torryburn, N. B.,.....	30	Wolfville, N. S.,.....	41
Spruce Lake, N. B.,.....	18	Tracadie, N. B.,.....	37	Wood's Harbor, N. S.,.....	43
Stillwater Bridge, N. B.,.....	17	Tracadie, N. S.,.....	47	Woodstock, N. B.,.....	25, 26, 42, 63
St. Andrews, N. B.,.....	19	Trenton, N. S.,.....	55	Wreck Cove, C. B.,.....	71
St. Andrews, N. S.,.....	49, 50	Truro, N. S.,.....	35, 46, 61	Yarmouth, N. S.,.....	39, 43
St. Francis, Que.,.....	22	Tusket, N. S.,.....	43	Yarmouth, Me.,.....	77
St. George, N. B.,.....	17	Upper Gagetown, N. B.,.....	24	York Corner, Me.,.....	76
St. Honore, Que.,.....	28	Upper Sett'lmt Middle River, C. B.,.....	70	York Mills, N. B.,.....	21
		Upper Woodstock, N. B.,.....	26		

G. F.

JAS. A.

F. W.

R. A.

C. W.

J. S. S.

J. F. F.

F. W.

J. S. M.

CHAS.

W. R.

E. W.

Downloaded from <http://ajph.org/> at Univ of Illinois on June 11, 2015

G. F. DAYTON,	-	-	-	-	Edmunston.	R. H. TREMAINE,	-	-	-	-	Amherst.
JAS. A. LINDSAY,	-	-	-	-	Woodstock.	W. A. FITCH,	-	-	-	-	Truro
F. W. ROACH,	-	-	-	-	St. John.	C. L. HANINGTON,	-	-	-	-	Dorchester.
R. A. FOWLER,	-	-	-	-	St. John.	A. E. INGS,	-	-	-	-	Charlottetown.
C. W. HALL,	-	-	-	-	St. John.	W. H. HARRISON,	-	-	-	-	Sackville.
J. S. STANTON,	-	-	-	-	St. John.	T. S. JUDGE,	-	-	-	-	Liverpool.
J. F. BERTON,	-	-	-	-	St. John.	F. D. SOLOAN,	-	-	-	-	Berwick.
F. W. COOMBS,	-	-	-	-	St. John.	C. E. CROOK,	-	-	-	-	Sydney.
J. S. MALCOLM,	-	-	-	-	St. John.	J. ED. McDONALD,	-	-	-	-	New Glasgow.
CHAS. COSTER,	-	-	-	-	St. John	W. S. ARCHIBALD,	-	-	-	-	Antigonish.
W. R. CARSON,	-	-	-	-	St. Stephen.	WM. LITHGOW,	-	-	-	-	Halifax.
E. W. GIVAN,	-	-	-	-	Moncton.	H. L. DENNISON,	-	-	-	-	Digby.

LIST OF HOTELS.

NEW BRUNSWICK.

Albert, Globe	\$1.00
† Andover, Perley's	1.50
Bathurst, Robertson	1.50
Buctouche, Bay View	1.00
* Campbellton, Royal	1.25
† Chatham, Adams	1.50
Dalhousie, Murphy's	1.50
* Dorchester, Windsor	2.00
* Edmunston, Herbert	1.50
Florenceville, McMullen	1.00
* Fredericton, Queen	2.00
Gagetown, Mrs. Simpson's	1.00
* Grand Falls, Commercial	1.50
* Hampton, Vendome	1.50
Hartland, Commercial	1.00
Hartland, Thornton	1.00
Hillsboro, Ward's	1.00
Hopewell Cape, Albert	1.00
Kingston (Kent) Royal	1.00
Lepreaux, Stafford's	\$1.00
Long Beach, Cedars (dinner 40c)	1.25
* Moncton, American	2.00
Newcastle, Waverley	1.50
Oromocto, Riverside	1.50
* Petitcodiac, Mansard	1.25
Port Elgin, Barker	1.00
Richibucto, Irving	1.50
* Sackville, Brunswick	1.50
* Shediac, Weldon	2.00
* St. Andrews, Kennedy's	2.00
St. George, Park's	1.25
* St. John, Dufferin	3.00
* St. Martins, Kennedy's	1.50
St. Stephen, Windsor	2.00
* Sussex, Depot House	1.50
† Torryburn, Clairmont ..	1.00
* Woodstock, Carlisle	2.00

NOVA SCOTIA.

Annapolis, Queen's	\$1.25
Antigonish, Central	1.20
Arichat, Seaview	1.15
Aylesford, Aylesford	.80
Baddeck, Telegraph	1.20
Berwick, Central	1.00
Bridgetown, Grand Central	1.16
Bridgewater, Fairview	1.25
Canning, Canning	1.00
Chester, Lovett	1.40
Digby, New Royal	1.20
Grand Pre, Grand Pre	.80
Guysboro, Grant's	1.00
Halifax, Queen	1.50
Kentville, Porter	1.15
Kingsport, Central	1.00
Kingston, Valley	1.00
Lawrencetown, Elm	1.60
Little Glace Bay, Park	1.20
Liverpool, Thorndike	1.15
Lockport, Seaview	1.00
Lower Blomidon, Blomidon	1.00
Amherst, Terrace	\$2.00
Amherst, Amherst	1.15

Lund
Melr
Mide
Mulg
New
Oxfo
Parrs
Port
Port
Sherl
Shub

Red
per d

LIST OF HOTELS.—Continued

Lunenburg, King's	\$1.00	St. Peters, Morrison's	\$1.20	Brackley Point, Shaw's	\$
Melrose, Cameron's	1.25	Sydney, McKenzie	1.20	Charlottetown, Davies	1.50
Middleton, Middleton	1.20	Truro, Learmont	1.50	Georgetown, Revere	1.00
Mulgrave, Seaside	1.00	Weymouth, Goodwin	1.20	Kensington, Clarke's	
New Glasgow, Vendome	1.20	Windsor, Thomas	1.20	Montague, Village	1.00
Oxford, Dufferin	1.00	Wolfville, Royal	1.15	Stanhope, Pt. Pleasant	
Parrshoro, Grand Central	1.00	Yarmouth, Grand	2.00	Souris, Seaview	2.00
Port Hastings, Hastings	1.20	PRINCE EDWARD ISLAND.			
Port Hawkesbury, Farquhar	1.20	Alberton, Ellis	\$	Summerside, Clifton	2.00
Sherbrooke, McDaniel's	1.00	Brackley Point, Houston's		Tracadie, Acadia	
Shubenacadie, Sherman's	1.00			Vernon River Bridge, Findlay	1.00

REDUCTIONS TO C. W. A.:—† 25 cents. 25 per cent. † 10 per cent. \$ \$2.00 per day and 50 cts. for meals to C. W. A. Members. \$1.50 per day and meals 40 cts. to C. W. A. Members. † 80 cts. per day meals 40 cts. to C. W. A. Members.

GENERAL INSTRUCTIONS.

Abbreviations used. T. R.—turn to right. T. L.—turn to left. R. F.—right fork. L. F.—left fork. T. P.—telegraph or telephone poles. X. R.—cross roads.

Distances. On the opposite page the figures in brackets after Benson's Corner mean that that place is 5 miles from St. Stephen; Oak Bay $6\frac{1}{2}$ miles from St. Stephen, etc. The figures before the towns beginning a paragraph indicate the total distance from starting point of that route. The figures after the towns beginning a paragraph indicate the distance from the town beginning the preceding paragraph. For example— $32\frac{3}{4}$. St. George, $32\frac{3}{4}$, means St. George is $32\frac{3}{4}$ miles from St. Stephen. $59\frac{1}{4}$. Lepreaux, $26\frac{1}{2}$, means that Lepreaux is $59\frac{1}{4}$ miles from St. Stephen and $26\frac{1}{2}$ from St. George. $86\frac{1}{2}$. St. John, $27\frac{1}{4}$, indicates that St. John is $86\frac{1}{2}$ miles from St. Stephen and $27\frac{1}{4}$ from Lepreaux.

Direct invariably means to follow the road most travelled. This system is used throughout the book except in the route from Boston to Calais.

ROUTE 1.

ST. STEPHEN TO ST. JOHN (Direct).

ST. STEPHEN.—Windsor Hotel.—Road for most part gravel, with good riding, without any hills. T. L. along Water street to King, T. L. out King; 1 mile out take R. F.; 2 miles out take R. F., thence direct to **Benson's Corner** (5); take R. F. and follow shore road to **Oak Bay** (6½). Dirt road, hilly but fair riding. Cross bridge at head of Bay, over Lily hill. Take first road to L. 1 mile further along T. L.; thence direct to **Roix Station** (9½). Take direct road up long grade to **Waweig** (10¼), dirt road, rolling, good wheeling. Leaving Waweig T. R. three and half miles to river; T. R. and then 3 miles to bridge, cross, T. R. and direct to **Dyer's** (17¾). Thence direct to **Digdeguash** (20¾). Road hilly and bad. Take R. F. thence direct to **Stillwater Bridge** (22¾). Don't cross bridge but keep to L. until you meet main road with T. P. In meeting road from St. George, one is apt to keep straight ahead, in which case you would bring up in St. Andrews. Turn sharp to L. where roads join. Follow direct to

32¾. **ST. GEORGE**, 32¾.—Park's Hotel.—The old post road from St. George to Lepreaux is good only for about 3 miles, after which the road goes through a desolate stretch of country, little inhabited, until Lepreaux is reached, some 35 miles. The road is sandy, and nothing but wagon and horse tracks to ride in. This route is not recommended. Much the better way is to leave the T. P's

about 3 miles out of St. George, and T. R. to **Pennfield Corner** (6), T. L. over an elegant gravel level road to **Pennfield Station** (10). It is advisable to take the train from here to Lepreaux or Musquash. For those who wish to ride over a rough and bad road along the coast, take R. F. about half a mile after leaving Pennfield station across railroad track and direct to **Crow Harbor** (13½). T. L. thence direct to **New River Beach** (19½), T. L. thence direct to railroad crossing (22½), where you meet the road left three miles out from St. George, T. R. following T. P. to

59½. **LEPREAUX**, 26½.—Stafford's Hotel.—T. P. now run direct to St. John. The road for the first mile or so is fair then nothing but wheel and horse tracks for about six miles, then road suddenly becomes gravel and good to **Musquash** (9¾). Dean's Hotel. Some hills will be encountered after crossing draw-bridge but surface is good and good time can be made. With the exception of a vast stretch of peat moss a few miles out there is very little to attract the eye of the tourist until the road strikes the shores of Ludgate and Spruce Lakes, which it skirts for some few miles to **Spruce Lake Station** (18). 20 miles out the Bay of Fundy comes in sight and continues so until inside the city limits. Follow direct street right through **Fairville** (24). After crossing railroad take L. F. crossing Suspension Bridge (over reversible falls) keeping direct road to left over railroad again, (now called Douglas Avenue) to Main street, with double car tracks. T. R.

follow
along

86

ROU

ST
street

Bens

more

from

to Ba

Croix

21.

visite

elegant gravel,
to Lepreaux or
the R. F. about
harbor (13½).
crossing (22½),

following double tracks to Market Square, thence up King street to Charlotte (top of hill), T. R.
along Charlotte to Dufferin Hotel.

86½ **ST. JOHN**, 27¼.—Dufferin Hotel.

ROUTE 2.

ST. STEPHEN TO ST. JOHN (Via St. Andrews).

The road for
les, then road
hills will be
made. With
fact the eye of
skirts for some
in sight and
(24). After
direct road to
acks. T. R.

ST. STEPHEN.—Windsor Hotel.—Gravel road, rolling, good wheeling. T. L. along Water
street to King, T. L. out King. 1 mile out take R. F. 2 miles out take R. F. thence direct to
Benson's Corner (5). R. F. and follow shore road direct to **Oak Bay** (6½). Road now gets
more hilly and is a dirt one, but very fair wheeling. T. R. cross bridge over Lily Hill. Two miles
from O. B. take R. F., cross Waweig Bridge (9½). Half a mile from bridge take R. F. thence direct
to **Bayside** (12). Gravel road, hilly, but good riding. The road follows within sight of the St.
Croix river direct to

21. **ST. ANDREWS**, 21.—Kennedy's Hotel.—This town is a famous watering place and is
visited by thousands of tourists every year. It is very prettily situated on a hill sloping to the water,

which encompasses three sides of it. Streets and roadways in the vicinity are splendid for bicycles. The road from here to where it joins the post road from St. Stephen to St. John (about 15 miles) contains many hills and is rough and stony in places, but fair riding. The scenery from the hills is very beautiful. T. R. at hotel then T. R. first street, straight along to third cross street, then T. L. following direct road past the Algonquin Hotel. There are very few bye-roads to confuse one, and as the T. P. follow the post road there is no danger of going astray. About 14 miles out the T. P. leave the post road to get across the Digdeguash river at a narrow point, but join the post road again a short distance beyond the Digdeguash Bridge (painted dark red), where road forks. Take R. F. (L. F. goes to St. Stephen). From this point follow directions given in Route No. 1.

ROUTE 3.

ST. STEPHEN TO FREDERICTON.

ST. STEPHEN.—Windsor Hotel.—Road for most part gravel with good riding, without any hills. Leaving hotel T. L. along Water street to King, T. L. straight out King for one mile, then take R. F. 2 miles out take L. F. thence direct road to **Moore's Mills** ($7\frac{3}{4}$). T. R. crossing bridge then T. L. About a mile take L. F. 2 miles out T. R. at railroad crossing thence direct to **Meadows** (14). Road is mostly a dirt one with a few medium hills, but quite good for wheeling.

lid for bicycles.
about 15 miles)
om of the hills
reet, then T. L.
onfuse one, and
s out the T. P.
post road again
s. Take R. F.

Leaving Meadows follow direct road for 2 miles then take R. F. direct to **Lawrence** (19). Follow direct road running underneath railroad track. (Road turning to left goes into Station). Rolling with fair wheeling. Follow direct to

26. **BROCKWAY**, 26.—Meals can be obtained at Young's (on R. side). Patches of sand will be met with, no hills of any account, and fairly good wheeling. Direct road to **Thomas' Corner** (10) T. R. down hill, cross bridge, thence direct to **York Mills** (13½). Road now becomes more hilly. Cross bridge, then over a hill about two miles long, keeping to right, direct into

g, without any
one mile, then
T. R. crossing
hence direct to
d for wheeling.

47. **HARVEY**, 21. Mrs. Holland's Hotel.—Road rather hilly but quite good riding. After crossing railroad track keep to right, 3 miles out take R. F. (The L. F. comes out at a point on the St. John river about 15 miles above Fredericton, and is a good road). Road gets more hilly now and continues so. Follow direct road to **Hanwell** (13), thence direct to Fredericton. Nearing this city there is a long down grade, dangerous for coasting.

73. **FREDERICTON**, 26.—Queen Hotel.—Enquire for the Boating and Bicycling club.

ROUTE 4 a.

ST. JOHN TO RIV. DU LOUP,

Via Fredericton, Woodstock, Grand Falls, etc.

ST. JOHN.—Dufferin Hotel. T. R. along Charlotte street to King, T. L. down King to Market Square, following double car tracks along Dock, Mill and Main streets to Douglas avenue (1st street to left just beyond church with clock in tower), T. L. following Douglas avenue direct, crossing Suspension Bridge (at mouth of St. John river) and passing Lunatic Asylum (brick buildings to left), to Fairville crossing. At present a considerable portion of the above streets are paved with wooden blocks, making an exceedingly rough surface. Much the better way is via Carleton, which is described below.

ST. JOHN.—Dufferin Hotel.—T. R. along Charlotte street to King, T. L. down King to Market Square, T. L. across corner of Square and along Water street to Princess, T. R. to ferry. Fare two cents, no charge for bicycles. After landing in Carleton (West St. John) proceed straight up wharf to Union (1st cross street), T. R. along Union to end, T. L. up King to Ludlow (top of first hill), T. R. along Ludlow to Prince (first cross street), T. L. then straight out Prince direct up to Lancaster Heights, from which a good view of bridges and city is obtainable. Keep direct road to Fairville crossing, where the other route joins. Keep direct street through **Fairville** (3) keeping to

King to Market
venue (1st street
et, crossing Sus
ings to left), to
d with wooden
ich is described

the left going out of it. The road improves as you get out into the country. About a mile out take R. F. at Manchester's corner, following two lines of T. P. A short distance along there is a long down grade, with a good surface, but in coasting one wants to keep good look out for trains, as the road crosses the railway track at the foot of the steepest part of the hill. Road is gravel and riding good. Follow direct to **South Bay** (6); road gets more hilly but with good surface. Follow direct to **Grand Bay Station** (11). There is a long climb here, then considerable down grade over good gravel road to

King to Market
erry. Fare two
aight up wharf
p of first hill),
e direct up to
direct road to
(3) keeping to

15½. **WESTFIELD BEACH**, 15½.—Gilliland's Hotel.—(See route No. 5.) About one mile out (at top of short hill) T. R. crossing bridge over railway thence across the Nerepis bridge following T. P. The road is quite hilly after this but they will not cause much inconvenience. As the T. P. run all the way the tourist cannot lose his way. About eight miles out there is a very steep hill over the Devil's back, after which there is considerable down grade. **Brown's Flats** (12), are on the left. This is summer camp-meeting head-quarters. Meals can be obtained at McKiel's at the corner of road running down to river. Keep direct road to **Jones' Creek** (14½). Old factory on left, near top of hill, is Whelpley's skate factory. Road improves towards **Oak Point** (17), continuing direct to

38½. **VANWART'S**, 23.—Vanwart's Hotel.—Road gets softer again, but fair wheeling, gets rough where it goes through Spoon Island stone quarries (3). Next stopping place is **Hampstead** (4¾). Vanwart's Hotel. About 7 miles from hotel it is advisable to get ferried across the mouth of the Otnabog river and thus save a ride of 7 miles over a rough and hilly road. After crossing Otnabog it is necessary to ride through an intervale for a little over half a mile then turn up the hill to the Exhibition hall, T. R. and follow direct road, until meeting road with T. P. Just outside of Gagetown poles divide, T. R. down into

58¼. **GAGETOWN**, 19¾.—Simpson's Hotel (Telephone office).—Return same road as entering until where T. P. branch, keep straight road following T. P. over a rolling road. A few miles out the road appears to end abruptly with a gate across roadway, and T. P. running through what one would take to be a private roadway through farm. Just before reaching gate a road turns off to left. Both roads meet further along. Taking the road to left is considered the best one, either road leads to **Upper Gagetown** (10). Road is rolling and generally good wheeling; there is a road turning to left, known as the Shirley road, which is a few miles shorter than the one taken by T. P. By making enquiries one cannot make a mistake by taking the Shirley road. Both lead to

82¼. **OROMOCTO**, 24.—Riverside Hotel.—After crossing draw-bridge over Oromocto river, road gets sandy for a few miles, when it gets harder. Follow T. P. direct to

r wheeling, gets
is **Hampstead**
ried across the
illy road. After
alf a mile then
road with T. P.

ROUTE 4 b.

94 $\frac{1}{4}$. **FREDERICTON**, 12—Queen Hotel,—Enquire for Boating and Bicycling club. They will pay you every attention. Their club house is very prettily situated on the bank of the river in front of Parliament buildings. T. L. following Queen street to end, then T. L. to first cross street, then T. R. following T. P. direct. Road almost level, with good surface as far as **Springhill** (5). Road now gets somewhat hilly but good riding to **Kingsclear** (9). Road continues rolling. Good stopping place at Elmwood Hotel (16). Road gets more hilly to

e road as enter
A few miles out
rough what one
urns off to left
ther road leads
a road turning
by T. P. By

116 $\frac{1}{4}$. **LOWER PRINCE WILLIAM**, 22.—Exchange Hotel.—Road hilly for about 7 miles then 3 miles level over Barony Flats. Road becomes rolling to

132 $\frac{1}{4}$. **HAWKSHAW**, 16.—McKay's Hotel. The tourist would be wise to have Mr. McKay take him in a canoe to the mouth of the Poquiock river. The scene is undescrivable on paper. Follow direct road, a rolling one, to **Meductic** (or Eel River) (14). Moore's Hotel. Thence direct over a rolling road with good surface to

o
romocto river,

158 $\frac{1}{4}$. **WOODSTOCK**, 26.—Carlisle Hotel.

ROUTE 4 c.

158 $\frac{1}{4}$. **WOODSTOCK**, (See Route No. 29). Carlisle Hotel—T. R. following Main street direct to **Upper Woodstock** (2). Leave telegraph poles taking L. F. direct to **Jacksonville** (5) take R. F. direct to **Waterville** (4), T. R. direct to **Victoria Corner** (12). The road now joins the one you left at Upper Woodstock. T. L. Following direct to Florenceville. From this place through to Riviere du Loup the telegraph poles run all the way and no mention will be made of any forks or cross roads. The road between Woodstock and Florenceville can be described as rolling and good riding.

182 $\frac{1}{4}$. **FLORENCEVILLE** 24.—The road being on high ground an excellent view may be had of the river winding in the valley below, the railroad and post road on the eastern side of the river are also visible. The road to Andover, is somewhat hilly, but taken all through it is quite good for wheeling.

207 $\frac{1}{4}$. **ANDOVER**, 25. Perley's Hotel.—The road to Grand Falls is hilly but hard surface and good riding. T. L. direct to **Aroostook Junction** (4), a short distance from the Junction the road crosses the Aroostook river following its course for about a mile and then turning inland, coming out on the St. John river at

ROUTE 4 d.

232½. **GRAND FALLS**, 25.—Commercial Hotel. A day may be advantageously spent in this village viewing the falls and gorges. In the latter will be found natural wells hollowed out in the solid rock by the action of water and small stones. Some of the wells are seven and eight feet deep and three to four feet wide. The gorge is spanned by a suspension bridge about 75 feet high from which an excellent view may be had of the falls. The water rushes over a drop of 45 feet and is a magnificent view as it continues on its course boiling and surging until it gets clear of its rocky obstruction, about a quarter of a mile down, when it is calm and peaceful again. The road to Edmundston, is rolling and good riding. Several small villages will be passed on the way but are of no importance.

262½. **EDMUNDSTON**, 30.—The first village is **Saint Jacques** (St. James in English), six miles. Road good, but one or two hills. The parish priest talks French and English. From this point to Saint Rose the road is good and comparatively level, except that part between the 11 and 14 mile posts—which is soft and sandy. (The 12 mile post is the boundary between Quebec and New Brunswick.)

283½. **SAINT ROSE**, 21.—Hotel kept by O. L'Italien, who speaks both French and English. Cannot speak for quality of hotel. There is a hill a mile long going out of town, then rolling for

next four miles (here the tourist gets his first glimpses of Temiscouata Lake), then mostly down hill until Notre Dame Du Lac is reached. As the bushes grow close up to the road care should be taken on the curves, as one is liable to meet with a team.

313 $\frac{1}{4}$. **NOTRE DAME DU LAC**, 30.—Two hotels here, one kept by Mrs. Cloutier, the other by Mrs. Satre, (the latter known as the Stone House); both are recommended. First part of road rolling, then slight up grade to **Fort Ingalls** (6).—Michaud's Hotel.—From here to St. Honore there is a slight down followed by a heavy up grade.

334 $\frac{1}{4}$. **ST. HONORE**, 21.—Morin's Hotel (not recommended).—The road to **St. Francis** (10),—Fournier's Hotel—is mostly down hill all the way. The road from here to Riviere du Loup is fairly good, and down hill.

360 $\frac{1}{4}$. **RIVIERE DU LOUP**, 26.—Commercial Hotel.

ROU
ST

15

About
Road
vicini

25

Hugh
 $\frac{1}{2}$ mi
via F
direct

62

road

74

Club

ROUTE 5.

ST. JOHN,—Dufferin Hotel.—Follow same directions as Route No. 4, as far as

15½. **WESTFIELD BEACH,** 15½.—Gilliland's Hotel.—Road hilly but fairly good riding. About 1 mile from Station keep straight road following T. P. direct to **Nerepis Station** (5½). Road now becomes more hilly and caution is necessary on down hills as turns are sharp, especially in vicinity of Eagle Rock stone quarries. At this point the scenery is very fine. Roads improve nearing

25½. **WELSFORD,** 10.—Johnston's Hotel.—Hilly, with fair riding. Follow direct to **Hoyt** (12). Hugh Well's good stopping place. Continue direct road to **South Branch Station** (16). About ½ mile past station leave T. P. and follow straight road. (The L. F. with T. P. goes to Fredericton via Fredericton Junction, but the road is little travelled and very rough. Not recommended). Follow direct road to **Geary** (29). Road gravel, good riding. Follow direct to

62½. **OROMOCTO,** 37.—Riverside Hotel.—After crossing draw-bridge over Oromocto river, road gets sandy, but fair riding on side paths. Follow T. P. direct to

74½. **FREDERICTON,** 12.—Queen Hotel.—Enquire for the Fredericton Bicycle and Boating Club.

ROUTE 6 a.

ST. JOHN TO HALIFAX.

ST. JOHN.—Duferin Hotel.—T. R. along Charlotte street to Union, T. R. along Union to 22
 Brussels (2nd. left), T. L. along Brussels to Haymarket Square, T. R. keeping straight road out of contact
 city. The road to **Coldbrook** ($3\frac{1}{2}$), is level and good. After passing the rolling mills take L. F. T. R.
 direct through **Brookville** (5), thence straight along to **Torryburn** (6), Newcomb's hotel. (About hill ad
 half way between Brookville and Torryburn where road crosses over railroad track, a path direct
 leads along the fence towards the lake across railroad track to splendid drinking water coming out of The m
 the solid rock). Shortly after leaving hotel the road skirts the shores of the Kennebecasis river to does
Riverside ($7\frac{1}{2}$). This part of the river was the scene of many famous aquatic battles between toward
 some of the foremost oarsmen of the world—among whom were Ed. Hanlon, champion of the world
 for some years, Wallace Ross, Alex. Brayley, the Paris Crew, of St. John, champion four-oared crew 15.
 of the world, and the Tyne Crew, similar champions of England. The road from here is slightly up follow
 grade the first part but good riding to **Penc**

$9\frac{1}{2}$. **ROTHESAY**, $9\frac{1}{2}$.—Belle View Hotel. Take R. F. at Thompson's store, (where three sandy
 roads fork). Road is slightly up hill until watering trough ($1\frac{1}{2}$) is reached. Fine cool water. The bring
 road now becomes more hilly, then rolling, then long down grade, somewhat soft and sandy where

road runs underneath railroad track, following telephone poles direct across Hammond river bridge, then take L. F. following poles through **Nauwigewauk** (17), direct over a somewhat soft road to

along Union to 22 $\frac{3}{4}$. **HAMPTON**, 13 $\frac{1}{4}$.—Vendome Hotel.—This village is the shiretown of Kings county, and contains the Court House (large brick building) and Jail, at end of Court House. Leaving hotel T. R. direct road to **Hampton Village** (1 $\frac{1}{2}$). On entering village take R. F. down long straight hill across the bridge. This is the same river you saw at Riverside. After crossing bridge keep direct road following telephone poles over a rolling road, with good riding surface, to **Norton** (11). The main road does not go into station but continues straight ahead to **Apohaqui** (17). Main road does not go into station here either, but continues direct to Sussex. T. R. at railroad crossing towards the station, back of which is the hotel.

45. **SUSSEX**, 22 $\frac{1}{4}$.—Depot House.—T. L. up to railroad crossing, T. R. crossing track, and following straight road to the Upper Corner, (2) take L. F. following telephone poles direct to **Penobsquis**, (7) over a good, but somewhat hilly road. Continue direct road to what is called Five Points. (So called on account of five roads meeting). The main post road now becomes very sandy and to escape this take second road to right through the Portage Valley, T. L. first road, which brings you out on the main road again, T. R. following telephone poles direct to **Anagance** (17).

Main road does not go into station but continues straight along over a sandy road for the most part until Petitcodiac is reached.

71. **PETITCODIAC**, 26.—Mansard House. Leaving hotel T. L., following direct road and T. P. The road from here to **Salisbury**, (12) is practically level and good riding. After leaving Salisbury the first five miles is good riding, after which it becomes softer until **Boundary Creek** (19) is reached. The remaining five miles to Moncton is somewhat sandy.

ROUTE 6 b.

95. **MONCTON**, 24.—American House. T. L., following straight out Main street, past sugar refinery and over Hall's Creek Bridge, to Charter's Corner (2). (Road to left goes to Shediac). Follow straight road, quite sandy in spots, through **Fox Creek**, (5), a scattered village of French descent, direct to McGinley's Corner, T. L. crossing Dorchester River and railroad at **Memramcook Station**, (15). Continue straight up the hill, T. R. following T. P. direct to Dorchester. Just before reaching Dorchester the large stone building on left is the provincial penitentiary, an inspection of which will prove both interesting and instructive.

118. **DORCHESTER**, 23.—Windsor Hotel. Road generally sandy and hilly but fair riding until nearing Sackville, when it improves. Leaving hotel, cross over hill directly in front, following

or the most part

direct road and

g. After leaving

ndary Creek

street, past sugar

oes to Shediak).

illage of French

Memramcook

ester. Just be-

y, an inspection

but fair riding

front, following

T. P. to Bulmer's Mills (5), where road forks, the right fork leading through Westcock, and the left through Frosty Hollow. These forks join again before Sackville is reached, and are of about equal length. The left fork is considered the best for wheeling. Sackville is the seat of Mt. Allison Colleges (Methodist), and a few hours can be profitably spent there, visiting the art gallery and institutions.

127. **SACKVILLE**, 9. — Brunswick House.—Clay road, good with few hills. Leaving hotel T. L. along Main street T. R. Bridge (1st. street continuing direct across Tantramar marsh to **Aulac Station** (4). Just after leaving Aulac there is a steep hill. (At top of hill the road to right leads to the ruins of Fort Cumberland, formerly Fort Beausejour, taken from the French in 1765. Outside of the mounds and ruins of old building, very little remains of this once famous fort). Keep direct road crossing the Missiquash bridge (the dividing line between New Brunswick and Nova Scotia). About $7\frac{1}{2}$ miles out a road turns off to the right leading down to the dock and pumping station of the marine railway. On entering Amherst, road passes Robb's Foundry, now called Laplanche street, straight ahead to Victoria street, T. R. along Victoria turning left again at railroad crossing (but not crossing track) to Terrace Hotel.

ROUTE 6 c.

137. **AMHERST**, 10.—Terrace Hotel.—Road a dirt one with some steep hills but generally

rolling. T. R. along Victoria street to Church, T. R. following Church street out of town. About one mile out T. R. at top of hill, keep direct road. $4\frac{1}{2}$ miles out Curran's mills are passed, keep direct road. 7 miles out take L. F. up the hill. Take L. F. thence direct road until about 16 miles out then take R. F. direct to

159. **OXFORD**, 22.—Dufferin Hotel.—Cross I. C. R. track, taking direct road, following the course of the River Philip to **Collingwood Corner** (8). T. L. thence direct to

177. **WESTCHESTER**, 18.—Purdy's Hotel.—Follow direct road. The first 10 miles rolling with fair wheeling, then hilly and down grade for next four miles to **Acadia Mines** (14). Waverly Hotel. Road good, hills not troublesome, follow direct road to **Londonderry Station** (15). Cross railroad track and continue direct. 1 miles from station T. L. then two miles more into

198. **FOLLY VILLAGE**, 21.—Fraser's Hotel.—Dirt road with few medium hills, quite good wheeling. Direct road. 3 miles out T. L. thence direct for nine miles. T. R. for half a mile the T. L. following straight road (Elm street) into Truro. At end of Elm street T. L. into Prince street along Prince for about half a mile then T. R. into Inglis, at end of Inglis T. L. and the Learmor Hotel is a few blocks along the Esplanade on the left.

ROUT

212.

keeping

T. L. a

Dirt ro

234.

Direct

harder,

to Wa

good ro

271

272.

lot of f

ROUTE 6 d.

212. **TRURO**, 14.—Learmont Hotel.—Direct road, fair wheeling, few medium hills. T. R. keeping direct along Esplanade to Inglis, T. R. along Inglis to Prince, T. L. along Prince to Willow, T. L. and straight out Willow, follow direct road, with T. P. to **Brookfield** (8). Graham House. Dirt road, few medium hills, fair wheeling with some bad spots. Keep direct road to

234. **SHUBENACADIE**, 22.—Sherman House.—Dirt road, rolling, several patches of sand. Direct road to **Elmsdale** (10). Sand gets worse on the way to **Enfield** (13). Road now gets harder, but rough. Follow direct road to **Grand Lake** (17). Considerable down hill on the way to **Waverley** (25). T. L. leaving T. P. and follow along the shores of a chain of lakes, over a fairly good road to

271. **DARTMOUTH**, 37.—Take ferry across Bedford Basin to

272. **HALIFAX**, 38.—Queen Hotel.—Enquire for the Ramblers Bicycle Club. They are a jolly lot of fellows, will take you in hand and give you a right good welcome.

ROUTE 7 a.

MONCTON TO CAMPBELLTON.

Via Shediac (See Route 42), Chatham, Bathurst, Dalhousie.

MONCTON,—American House.—T. L. along Main street to Telegraph street, T. L. following direct across marsh to **Lewisville**, keep road to right over second bridge and railroad track. At top of hill T. L. following direct road to **Harrisville** ($3\frac{1}{2}$), follow direct road across railroad track to **Lakeville** (6), thence direct to **Bateman's Spring** (11), thence to **Gilbert's Corner** ($15\frac{1}{2}$), T. R. to **McFadden's Corner** ($16\frac{1}{2}$), T. L. crossing Scoudac river to

18. **SHEDIAC**, 18. - Weldon House. Earth road, rolling, sandy in places, fair riding. Cross Scoudac River, T. R. thence follow direct road with T. P. to **Cocaigne** (10). Dysart's hotel. Rolling and fair riding with sand patches. Follow T. P. direct to

40. **BUCTOUCHE**, 22.—Bay View Hotel.—Road still soft, but riding fair. Follow T. P. direct to **Kingston** (14). Royal Hotel. Level earth road. Cross Richibucto river following T. P. direct to

57. **RICHIBUCTO**, 17.—Kent Hotel.—The road goes inland from this point, cutting across country, coming out at Chatham. Rolling earth road, with sand in places. Follow T. P. to **St.**

Louis (7), thence direct to **Kouchibouguac** (12), thence direct to Half-way House (20) Flanagan's hotel. Rolling earth road with sand here and there to

ROUTE 7 b.

97. **CHATHAM**, 40.—Adam's House.—(This is quite a lumbering town on the Miramichi river. Six miles further up the river is the town of Newcastle. There is a direct inland road from Chatham to Bathurst but it is little travelled and very bad). Road somewhat hilly, with some sand. Cross steam ferry following direct road with T. P. direct to **Church Point** (20). Davidson's hotel. **Tabusintac** (27). Mrs. McNeil keeps boarding house. Earth road, level, fair wheeling. Follow T. P. direct to

139. **TRACADIE**, 42.—Young's Hotel. Road rolling with sand patches. Follow direct road to **Caraquet** (22). Mrs. Foley's stopping place, but poor. Follow T. P. over an earth and corduroy road with poor riding to **Grand Anse** (37). Dunn's hotel. Road now much improved and mostly gravel. Follow shore of Bay Chaleur to

ROUTE 7 c.

206. **BATHURST**, 67.—Robertson House.—Earth and gravel, hilly, fair riding,. The post road and railroad are generally within sight of each other. Follow T. P. direct to **Petit Rocher** (12).

Comeau's hotel. Road improves and of a gravel surface. This stretch is probably one of the best roads in the Maritime Provinces. Follow direct to **Belledune** (22). Gravel road, rolling, fine riding. Follow direct to

235. **JACQUET RIVER**, 29.—Barclay's Hotel.—Gravel, rolling and good wheeling. Follow direct road to **Charlo** (13). Henderson's hotel. Road rolling until nearing Dalhousie, when it gets hilly, good surface. Follow T. P. direct to

254. **DALHOUSIE**, 19.—Murphy's Hotel. This is a famous watering place on Bay Chaleur and large crowds flock here every summer. Going out road is hilly after which it becomes rolling. Earth and gravel road, good riding. Follow T. P. direct to

270. **CAMPBELLTON**, 16.—Royal Hotel or Waverley.—Opposite Campbellton is Cross Point, from which place there is a very good road following the Quebec coast of Bay Chaleur, through Carleton, Maria, New Richmond (summer home of the Governor General of Canada), Caplin, Bonaventure River, New Carlisle to Paspébiac. The road from Campbellton up towards the St. Lawrence river is all grown up and practically unridable for nearly a hundred miles.

one of the best
ad, rolling, fine

ROUTE 8 a.

YARMOUTH TO HALIFAX.

Via Land of Evangeline.

eeeling. Follow
sie, when it gets

on Bay Chaleur
becomes rolling.

YARMOUTH.—Grand Hotel.—For about three miles out of town the roads are soft, but good riding on side paths, after which road improves. T. P. run on post road all the way through. T. R. following Main street direct, out of town direct to **Port Maitland** ($11\frac{3}{4}$). There is a fine sandy beach here, in sight of road, where salt water bathing can be had. This village is quite a summer resort. A mile or two out, the road gets rutty but good riding on sides of road. The inhabitants are mostly French, but able to speak English. Follow direct road to

n is Cross Point.
haleur, through
(Canada), Caplin,
towards the St.

27 $\frac{3}{4}$. **METEGHAN**, 27 $\frac{3}{4}$.—(Me-taig-en, emphasis on second syllable).—German's Hotel.—Road now improves with few patches of sand, especially in vicinity of **Saulnierville** (5) Sown-yerville). Road now becomes rolling with good surface. Follow direct to

47 $\frac{3}{4}$. **WEYMOUTH**, 20.—Goodwin's Hotel.—Little hilly in vicinity, but two or three miles out, road is rolling, with splendid surface. Follow T. P. direct to **Port Gilbert** (7), thence direct to **Barton** (12). A short distance from here road leaves coast going inland through an uninteresting stretch. After going underneath railroad track T. L. following direct road. Entering Digby is a long coast. Road turns sharp to left at bottom of hill thence direct street to

67 $\frac{3}{4}$. **DIGBY**.—Dufferin Hotel. - A steep hill going out of Digby then rolling, gravel with good riding. T. R. along Water street, T. R. Warwick (3rd.) street, up long hill, following direct road. A short distance out where road runs underneath the railroad track, keep L. F. Follow direct to first X. R., T. L. leaving T. P. thence direct to **Smith's Cove** (6). Direct rolling road of gravel to **Bear River Station** (8). About $\frac{3}{4}$ mile from station take L. F. crossing Victoria bridge over Bear river. (The R. F. follows the bank of river to **Bear River Village** 4 $\frac{1}{2}$). After crossing bridge take L. F. (R. F. leads to village of Bear river). Follow direct road to **Clementsport** (13). To this point road is good gravel, but after crossing the Moose river it becomes sandy and continues so to Annapolis but fair riding is obtainable on the side paths.

ROUTE 8 b.

92 $\frac{3}{4}$. **ANNAPOLIS**, 25.—Queens Hotel. - Cross Annapolis river by ferry to **Granville** (opposite Annapolis). Dirt road, with few hills and generally good riding with a few sand spots. T. R. following direct road to **Bridgetown** (15). Grand Central. Good dirt road, but gets sandy towards other end. Follow T. P. direct to **Lawrencetown** (22). Elm house. Road now gets very sandy though as a rule one is able to ride on the side paths. Follow direct to

122 $\frac{3}{4}$. **MIDDLETON**, 30—Middleton Hotel. - (Also see route No. 20).—Road very sandy. Follow direct road to **Wilmot** (4), Wilmot hotel. Still sandy, rolling, side paths only available

gravel with good place to ride. Follow direct road to **Kingston** (7), Valley house. Fair side paths. Follow direct road to **Auburn** (12). Sandy, but generally good side paths to **Aylesford** (14), Aylesford hotel. Patches of sand, but generally fair riding. About five miles out T. L. at N. R. thence direct to

142 $\frac{3}{4}$. **BERWICK**, 20. -Central House. Earth road with patches of sand, level and fair riding. T. L. to first X. R. then T. R. following T. P. direct to **Waterville** (3). (There is another road between these points. T. R. at hotel, cross railway, T. L. direct to Waterville. Other road best). Road gets sandy again, side paths preferable. Follow direct to **Cambridge** (5). Rolling, few patches of sand and a few side paths to **Coldbrook** (7). Road sandy, hilly, poor riding to

154 $\frac{3}{4}$. **KENTVILLE**, 12. -Porter's House. -This town is headquarters of the Dominion Atlantic Railway. Road now improves, earth, hilly, good riding. T. R. following direct to **Wolfville** (7). This is the seat of Acadia College (Baptist). Visitors are shown through upon application. Follow direct road, good surface, to **Grand Pre** (10). Grand Pre house. This is where the scene of Longfellow's poem "Evangeline" is laid. Gravel road, rolling, good surface. Follow direct to **Horton Bridge** (11). Take R. F. over Horton mountains. Long steep hill until top is reached, where a magnificent view is to be obtained. It is said that seven counties can be seen from this point. A long down grade going into Hantsport which requires caution in coasting. Follow direct into **Hantsport** (18). Wall's hotel. Hilly for first part, then over what is called "bog" road. Follow T. P. direct to

179 $\frac{3}{4}$ **WINDSOR**, 25. —Dufferin or Victoria. —Don't forget to enquire for the Avonian Bicycle Club. They have splendid club rooms and will make your stay in that town very pleasant. There is little to interest the traveller between Windsor and Bedford (38). Beyond Mt. Uniacke (21 $\frac{1}{4}$) the road is very bad in places until Bedford is reached. The tourist would do better to take the train. Earth road, rolling, good riding for ten miles, then gets soft and mostly up grade. T. R. along Water to Gerrish (1st. R.) T. R. up Gerrish following it direct out of town. The T. P. run a the way.

201. **MT. UNIACKE**, 21 $\frac{1}{4}$. —This is the top of the mountain and road gradually winds down. Very rough and stony in places. Follow T. P. direct to

217 $\frac{3}{4}$. **BEDFORD**, 16 $\frac{3}{4}$. —Road now improves but is somewhat stony, but generally good riding. Follow T. P., the road keeping close to edge of Bedford Basin until Halifax is reached.

228 $\frac{1}{4}$. **HALIFAX**, 10 $\frac{1}{2}$. —Queen Hotel. —Enquire for Ramblers Bicycle Club.

ROU

YA

Halifa

out Pa

riding

Follow

31.

One t

The d

of T.

thence

(21),

55.

direct

ROUTE 9 a.

YARMOUTH TO HALIFAX.

Via Shelburne, Liverpool and Bridgewater.

YARMOUTH,—Grand Hotel.—Good gravel road. T. P. follow the post road through to **Halifax**. T. R. following along Main street, beyond the Dominion Atlantic railway station, T. R. out Park street direct to **Tusket** (10). Occasionally a bad spot will be met with, but generally good riding. Follow direct road to **Lower Argyle** (18). Road continues hard, with good riding. Follow direct road to

31. **EAST PUBNICO**, 31.—Carland's Hotel.—(From here there are two roads to Barrington. One through the "nine mile woods," which is very rough, and bad for a bicycle. Not recommended. The other will be described). Gravel road, good wheeling, with few medium hills. Follow two lines of T. P. until where they divide, keep to R. F. following along the coast to **Woods Harbor** (12), thence direct to **Shag Harbor** (16). Medium hills with good surface to **Barrington Passage** (21), (where steamer lands) thence direct road to

55. **BARRINGTON**, 24.—Coffin's Hotel.—Road gets softer and generally hilly. Follow T. P. direct to **Clyde River** (8½). Road still soft and rolling with a few hills. Follow direct to

ROUTE 9 b.

79. **SHELBURNE**, 24.—Atlantic Hotel.—Road soft in some places and rocky in others, but generally fair wheeling. Follow T. P. direct to **Jordan River** (7). (There is a direct road to Sable River, about (9) but it is rough and uninteresting, besides it cuts off Lockport). T. R. following T. P. direct to

100. **LOCKPORT**, 21.—Sea View house. Road rolling but fair riding. Follow T. P. to **Sable River** (13). Road gets hilly and rough but good riding on side paths. Scenery said to be very grand. Follow T. P. direct to **Port Joli** (24). Robinson's hotel. Follow T. P. direct to **Port Matoun** (28). Traveller's Home. Road quite hilly, with fair riding. Follow T. P. direct to

ROUTE 9 c.

138. **LIVERPOOL**, 38.—Thorndike Hotel.—Gravel road, rolling, good wheeling. T. L. following Main street a short distance then T. L. crossing drawbridge over the Mersey river. Take R. F. thence direct to **Brooklyn** (3). After passing steam mill T. L. up short steep hill. $\frac{1}{2}$ mile further along leave T. P. taking L. F. direct to **Mill Village** (10). (See route No. 27). You meet the T. P. again just before crossing bridge. Island Home hotel. Gravel road, fair riding, rolling. Just outside of village take L. F. following direct to

167. **BRIDGEWATER**, 29.—Fairview Hotel.—A fine view from roof of hotel. After crossing LaHave river, there is a direct road to Mahone Bay (14), through the woods, said to be very good riding. Much the nicer way is to T. R. after crossing the bridge and follow T. P. direct over a rolling road to **Lunenburg** (12½). Kings hotel. In coming out of village take R. F. following T. P. Dirt road, rolling, but generally good riding. Follow direct to **Mahone Bay** (19½). (Nearing this place road runs close to edge of water for 2 miles and is very pretty). Road rolling, fairly good riding. Follow T. P. direct to **Gold River** (29½). One or two good hills, then rolling. Good surface. Direct road to **Chester Basin** (31½). Some charming scenery here. Little hilly but good surface ending up with a fine coast into

ROUTE 9 d.

204. **CHESTER**, 31¼.—Lovett's Hotel,—This is a very pretty little village, and quite a summer resort. Yachting appears to be the favorite pastime. Road gets somewhat hilly, but good riding. Follow T. P. direct to **Hubbard's Cove** (13¼). Shatford's hotel. Nice view from verandah. Rolling road with occasional steep hill, but good riding. Follow T. P. direct to

229¼. **ST. MARGARET'S BAY**, 25.—Prince of Wales Hotel.—The first 7 miles mostly up grade with fair riding, then down grade. Meals can be obtained at Hubley's, 10 miles out. Follow

T. P. direct. As the road approaches the North West Arm (the western boundary of Halifax city) the hills are steeper, but good surface. After climbing up hill from Arm, follow direct road (now called Quinpool Road) along to base of citadel (on L.) T. R. along South Park street to Morris (2nd cross street) T. L. direct to Hollis, T. L. along Hollis to Queen hotel (on R.).

250 $\frac{3}{4}$. **HALIFAX**, 21 $\frac{1}{2}$.—Queen Hotel.—Enquire for the Ramblers Bicycle Club.

ROUTE 10 a.

TRURO TO MULGRAVE.

Via New Glasgow and Antigonish.

TRURO,—Learmont Hotel.—Dirt road, wheeling poor for 10 miles or more, medium hills. T. L. along Esplanade to Walker street, T. L. out Walker to **Bible Hill** ($\frac{3}{4}$), take second road to L. thence direct to

22, **MT. THOM**, 22.—Roads improve now, 4 miles out take L. F. thence direct to **Saltsprings** (8). Rolling road, fair riding. Follow direct to **Ten Mile House** (12) thence direct to **Salem** (15). Rolling road, fair wheeling. Direct to **Salem** (18) thence direct road to **Westville** (21). Level road, fine riding to **Stellarton** (23). Follow direct to bridge, after crossing continue along George street, T. R. along Provost street to Vendome hotel.

ROUT

45.

Marsh

(8).

direct

74.

road t

ROU

95.

R. fo

leav

(cross

11

advise

desc

15

side

ROUTE 10 b.

145. **NEW GLASGOW**, 18.—Vendome Hotel.—Gravel road, rolling, splendid riding. Out Marsh street, take R. F. following T. P. to **Thorburn** (6), thence direct to **Sutherland's River** (8). Rolling, gravel road, good riding. After crossing bridge take L. F. leaving T. P. and follow direct road to

74. **MALIGNANT COVE**, 29. Hilly but good riding. T. R. at old mill and keep most used road to

ROUTE 10 c.

95. **ANTIGONISH**, 21.—Central House.—Earth road, rolling, (one big hill) good riding. T. R. following two lines of T. P. for 5 miles. T. L. following one line of poles to **Heatherton** (10). Leave T. P. following direct road through town until meeting the I. C. R. track, follow line railway (crossing it many times) direct to

115. **TRACADIE**, 20.—Harrington's Hotel.—Follow direct road to **Black Bridge** (2). It is advisable to make enquiries here as so many bye-roads branch off it is rather difficult to get a correct description at present. Road is very hilly, but fair riding to

153. **MULGRAVE**, 38.—Grant's Hotel.—Take ferry near here to reach Cape Breton, on other side of Straits of Can. J.

ROUTE 11.**ANTIGONISH TO SHERBROOKE.**

ANTIGONISH. Central House. Earth road, hilly, good riding. T. L. for short distance. Outside of village take R. F. leaving T. P. 2 miles from town cross bridge. 5 miles out take L. F. thence direct to Lochaber Lake. Keep on left side of lake to Sear's hotel (18). Hilly, good riding. Continue on left side of lake and river to old mills, then leave river for some distance and take R. F. to.

29. **MELROSE,** 29. Follow T. P. to right for rest of distance.

40. **SHERBROOKE,** 11. McDaniel's or Cameron's hotel.

ROUTE 12.

ANTIGONISH TO CANSO.

ANTIGONISH.—Central House.—T. R. following direct road with two lines of poles for 5 miles, T. R. following one line of poles to **St. Andrews** (8). Road hilly, but good. Follow direct road with T. P. to Kelly's hotel (17). Roads hilly to rolling, fair riding direct to

21. **GUYSBORO.** 21. Grant's hotel. T. R. following T. P. over a very rough and hilly road, but not at all unridable to **Hazel Hill** (28), (cable station of Mackay-Bennet Cable Company) thence direct to

51. **CANSO,** 30.

ROUTE 13.

ANTIGONISH TO ISAAC'S HARBOR.

ANTIGONISH.—Central house.—Earth road, rolling, (one hill) good riding. T. R. following two lines of T. P. for 5 miles (from which point the wires run on one set of poles), thence direct to **St. Andrews** (8). Earth road rolling, good. Take second R. F., leaving T. P. (keeping river on right) following direct road to foot of South River Lake, then cross river and follow direct road on other side of lake to **Argyle** (21), or head of lake. $\frac{1}{2}$ mile from head of lake T. R. up a hill. At second lake T. L. keeping most used road till meeting T. P., T. L. to **Country Harbour Cross Roads** (32). Sweet's hotel. Follow T. P. direct to

50. **ISAAC'S HARBOR**, 50. Sinclair's Hotel.

ROUTE 14.

CHARLOTTETOWN TO GEORGETOWN.

CHARLOTTETOWN.—Davie's hotel.—Water street. T. L. along Water street, T. R. first street to ferry wharf. Cross ferry. Clay road, rolling, good wheeling. Follow T. P. to **Tea Hill, X. R.**, T. R. and follow direct to **Pownal** (7). Florida Hotel. Rolling surface, good wheeling. Follow T. P. to **Ten Mile** house. T. L. following T. P. direct to

15. **VERNON RIVER**, 15.—O'Neill's hotel.—Clay road, rolling, good wheeling. Follow T. P. direct to

30. **GEORGETOWN**, 15.—Aitken's hotel.

ROUTE 15.**CHARLOTTETOWN TO RUSTICO BEACH.**

CHARLOTTETOWN.—Davie's hotel.—Macadam road, a few hills, good wheeling. T. L. along Water street, to first corner, T. L., continue straight out to Euston street, T. L. and follow along to Malpeque road, T. R. and thence direct to **Milton** (7). Road now becomes rolling, with good wheeling. T. R. and continue direct road to **Oyster Bed** bridge, cross bridge, T. L. and continue on to **Stephenson's Dam**, T. R. and thence direct to

18. RUSTICO BEACH, 18.—Seaside hotel.

ROUTE 16.**CHARLOTTETOWN TO BRACKLEY BEACH.**

CHARLOTTETOWN.—Davie's hotel.—First part of the road quite level, good wheeling. T. L. along Water street to first corner, T. L. thence direct to Euston street, T. R. and continue along to **Lepage's Corner**, (200 yards past People's Cemetery), T. L. and follow road direct to

14½. BRACKLEY BEACH, 14½.—Shaw's Hotel.

ROUTE 17.

EASTPORT TO ST. STEPHEN.

EASTPORT.—Quoddy house. —T. R. following Washington street about $\frac{1}{2}$ a mile, then T. R. sharply. About $\frac{1}{4}$ mile further along T. L. thence direct road to the toll bridge (5). (Fare for wheelmen 5 cents). After crossing bridge keep direct road to **Perry** (7). Keep road to right across the bridge then T. L. first road (at blacksmith shop). (The straight road goes into Perry). Follow direct road to **Millcove** (14), Woodbine hotel, thence direct to **Robbinston** (15) thence direct to **Red Beach** (19) (red granite works), thence direct to **Calais** (28) Border City hotel. Directly across the river St. Croix is the town of **St. Stephen, N. B.** (Canada). Windsor hotel. The first five miles of the road is rolling with good surface. After crossing the toll bridge road becomes more hilly and softer, more especially are the hills steep in the vicinity of Red Beach.

28. **CALAIS.** 28.—Border City Hotel.

29. **ST. STEPHEN,** 1—Windsor Hotel.

ROUTE 18.**FREDERICTON TO SHEFFIELD.**

FREDERICTON,—(Queen Hotel.—Level, good riding. T. L. along Queen street to Carleton, T. R., cross bridge over St. John river, to **St. Marys** (1). Straight ahead a short distance, then T. R. following direct road to **Gibson** (2) T. L., about 100 yards T. R. crossing bridge over Nashwaak river. From here the road is level, with some soft places, but generally good riding. T. R. first road after crossing bridge, direct to bank of river, T. L. thence direct to

22. **SHEFFIELD**,—22.

ROUTE 19.**FREDERICTON TO MARYSVILLE.**

FREDERICTON,—(Queen Hotel.—Level road, good riding. T. L. along Queen street to Carleton, T. R. crossing bridge over river St. John to **St. Marys** (1). Straight ahead a short distance then T. R. following direct road to **Gibson** (2). Road becomes rolling, but good riding. T. L. thence following straight road to

4½. **MARYSVILLE**, 4¼—This is one of the most thriving towns in New Brunswick. It contains a large cotton factory and several saw mills, which are the property of New Brunswick's Lumber King, Mr. Alexander Gibson. The Methodist church is a very pretty structure, and visitors are always shown through by the Pastor who lives next door.

ROUTE 20.

MIDDLETON TO BERWICK.

MIDDLETON,—Middleton Hotel.—(Via North Mountain road) T. L. and follow straight out for 3 miles, T. R. on Mountain Road, passing through Melvern Square, North Kingston (here some sand will be met with for a mile or two), Aylesford (dont turn into station but keep direct road) thence to

BERWICK,—Central House.

ROUTE 21.

NEW GLASGOW TO PICTOU.

NEW GLASGOW, Vendome Hotel.—T. R. straight out Provost street to **Trenton** (1), T. L. thence direct to **Pictou Landing** (7). Take ferry across to

8. **PICTOU**, 8.—Revere House.

ROUTE 22.**ST. JOHN TO GONDOLA POINT.**

ST. JOHN,—Follow Route No. 6 a.

ROTHESAY, 9½. Belle View Hotel.—Keep straight, or centre road past store. Road hilly but good surface. Follow direct road **Clifton Ferry** (13½), thence direct to **Gondola Point** (14½). The road ends here. A ferry crosses the river at this point and a short distance up the other side is the "Willows" hotel, kept by Hugh J. McCormick, a famous ice skater, who has won world's championships in his day.

Clifton Ferry and Gondola Point are on the Kennebecasis river and the scenery is very pretty.

ROU

Ta
Road
farms
T. R.
after
the S
as the
ing to

20.
John
both
sumr

ROUTE 23.**ST. JOHN TO CEDARS.**

Take route No. 22 to **Clifton Ferry**. Take ferry across river. Upon reaching main road T. L. Road somewhat hilly but the surface is good. Just after passing Clifton church the road passes some farms where "cultivated" strawberries are raised in large quantities. Two miles from ferry landing T. R. over the hill between the St. John and Kennebecasis rivers. The first part is a little steep, after which one can ride. There is a X. R. about half way over, keep straight road. Shortly after the St. John river comes into view the road descends to meet the river road. Be careful in coasting as there is a sharp turn near the foot. After joining the river road continue straight ahead until coming to a church on L. side of road at top of hill, T. L. down to the

20. **CEDARS**, 20—Cedars Hotel.—Excellent boating privileges. Steamer can be taken to St. John if desirable. The hotel is prettily situated on the hill side and commands an excellent view both up and down the Long Reach. The hotel sets an excellent table. A short visit to this famed summer resort will prove very delightful.

ROUTE 24.

ST. JOHN TO LOCH LOMOND.

ST. JOHN,—Along Charlotte street to Union, T. R. along Union to Brussels, T. L. down Brussels to Haymarket Square, T. R. After crossing Marsh Bridge (covered with earth) take R. F. $\frac{1}{2}$ mile further along at X. R. keep straight road. The road is hilly until **Silver Falls** (3) is passed through, then rolling. Follow direct road with T. P. to

11 $\frac{1}{4}$. **LOCH LOMOND**, 11 $\frac{1}{4}$.—Ben Lomond House.—The road running straight ahead follows along the three lakes to **Barnesville** (21). Good road nearly all the way.

The road turning R. at Loch Lomond goes to **St. Martins**. A short distance along, the road forks, the R. F. going via Black River, the L. F. through Willow Grove (a colored settlement). Both roads lead to St. Martins, Kennedy's hotel, about 30 miles from St. John.

ROUTE 25.

ST. JOHN TO GOLDEN GROVE.

ST. JOHN,--Along Charlotte to Union, T. R. along Union to Brussels, T. L. along Brussels to Haymarket Square, T. R. following straight road out of the city. Fine smooth level road to **Coldbrook** ($3\frac{1}{2}$). After passing rolling mills, take R. F. After climbing two hills, road becomes rolling with exquisite scenery. After passing around the end of Dolan's Lake ($8\frac{1}{2}$), keep R. F. up a short hill, then rolling again. 10 miles out there is a sand hill, but beyond the road is good again. This is a favorite run. In September after the frost has touched the leaves the varied foliage is very beautiful.

ROUTE 26.

ST. JOHN TO MISPEC.

Another nice ride is to take the road to Loch Lomond and T. R. at X. R. $1\frac{1}{2}$ miles out, following shore for a distance of about 6 miles, when the road goes inland and strikes the water again at Mispec (9). The surface is quite good for wheeling and the run along the shore is delightfully cool. Some splendid chances for indulging in a salt water bath.

ROUTE 27.

MILL VILLAGE TO BRIDGEWATER.

MILL VILLAGE,—Island Home.—Follow T. P. for $\frac{1}{4}$ mile, when they divide. Take R. F. and follow T. P. direct to **Vogler's Cove** (7). Rolling, gravel road, good surface. T. L. at Saw Mill $\frac{1}{4}$ mill out, thence direct to **Broad Cove** (10). Level road, good wheeling. Follow direct to **Petite Riviere** (14). Mrs. J. Sperry, a stopping place. Rolling road, good riding. Cross bridge over Petite River, thence following T. P. direct to **Getson's Cove** (23). Level road, fine gravel surface. Road follows the river La Have (The Hudson of Nova Scotia) and is very pretty ride. Follow T. P. direct to

33. **BRIDGEWATER**, 33.—Fair View.

ROU

T
along
straig
road
fair.

17
with
Roll

33
(10)

6

ROUTE 28.

TRURO TO PARRSBORO.

TRURO,—Learmont Hotel.—Dirt road, with few medium hills, fairly good wheeling. T. R. along Esplanade to Inglis street, T. R. along Inglis to Prince, T. L. along Prince to Elm, T. R. straight out Elm. About $2\frac{1}{2}$ miles from hotel take R. F. $\frac{1}{2}$ mile further along take L. F. Direct road 9 miles then take R. F. direct to **Folly Village** (14), Fraser's hotel. Medium hills, wheeling fair. T. R. 200 yards from hotel, T. R. following direct road to

17. **GREAT VILLAGE**, 17.—Londonderry Hotel.—Road hilly for first two miles then rolling with good wheeling. T. R. quarter mile out T. L. direct road to **Bass River** (10). Palace hotel. Rolling, fair wheeling. Follow direct road to

35. **ECONOMY**, 18.—Bate's Hotel.—First part of road good. In the vicinity of **Five Islands** (10). Broderick's hotel. Wheeling good for 3 or 4 miles then gets worse. Direct road to

61. **PARRSBORO**, 26.

ROUTE 29.

WOODSTOCK TO ANDOVER (East Side).

WOODSTOCK,—Carlisle Hotel.—T. L. along Main street to King, T. L. along King crossing bridge over St. John river. On other side of river T. L. following direct road to **Newburg Junction** (6). Junction house. Road gravel, mostly level and good riding. Follow direct road, rolling, but good riding to **Hartland** (12). Commercial hotel. Continue direct road through **Peel** (16), to

24. **FLORENCEVILLE EAST**, 24.—McCain's or McMullin's Hotel.—The road follows the railroad, is generally level and good riding. The villages of **Bath** (6) and **Kilburn** (18½) are enroute to **Perth** (25), the next stopping place. Cross bridge T. R. to

50. **ANDOVER**, 26.—Perley's hotel.

ROUTE 30.

WOODSTOCK TO HOULTON.

WOODSTOCK.—Carlisle hotel.—Gravel, level, good riding. T. L. along Main street, cross bridge over Meduxnakeag river, T. R., follow T. P. to **Richmond Corner** (6). Park's hotel. Road now gets hilly with fair riding. Follow T. P. direct to **Boundary Line** (10). Thompson's. Still hilly. Follow T. P. direct to

13. **HOULTON**, 13.—Snell House, Exchange or Clark's Hotels.

ROUTE 31.

PETITCODIAC TO HAVELOCK.

PETITCODIAC,—Mansard House.—T. L. following main post road. T. L. first road after crossing iron bridge, thence past the cheese factory. A short distance beyond the factory T. R. thence direct to

13. **HAVELOCK**, 13.—Price's Hotel.—The Mineral Springs are about one mile from Price's Hotel and are on main road to Sussex.

ROUTE 32.

SUMMERSIDE TO CHARLOTTETOWN.

SUMMERSIDE.—Leave Summerside by eastern end of Water street and follow the T. P. through to **Charlottetown**, passing through **Kensington** (9) ; **North Wiltshire** (18) : **Hunter River** (25) where you can get a good dinner. **Milton** (33) entering Charlottetown via the Malpeque Road. (The road to Kensington is very sandy, but level. From there to Charlottetown. fair but in places quite sandy, generally rolling with a few hills).

41½. **CHARLOTTETOWN**, 41½.—Davie's Hotel.

ROUTE 33.

RUSTICO BEACH TO SUMMERSIDE.

RUSTICO BEACH,—Rustico Beach Hotel.—Cross over to fishing station on opposite side of harbor, take road following inside of harbor to **Rusticoville**. Road very hilly, mostly red clay with patches of sand. Take L. F. to **North Rustico** and **Cavendish**. The road now follows the shore to Stanley river bridge. After crossing bridge follow T. P. through **Margate**. Road now gets more level, is still of red clay and sand. T. L. thence direct through **Kensington** to (road very sandy).

35¼. **SUMMERSIDE**, 35¼.

ROUTE 34.

PORT HAWKESBURY TO SYDNEY.

Via St. Peters and South Shore.

- Port Hawkesbury.**—Parker Hotel.—Rolling, fair.
8. **River Inhabitants Bridge**, 8.—Morrison's Hotel. —Hilly, good.
14. **Kempt Road**, 6.—Hilly, good. T. R. direct to
23. **Grand Anse**, 9.—McPherson's Hotel. —Hilly, good. T. L.
27. **Balmoral**, 4.—Hilly, good.
34. **Tear River**, 7.—Hilly, good.
36. **St. Peters**, 2.—Morrison's Hotel.—Rolling, good. T. R.
44. **L'Ardoise**, 8.—Rolling, fair.
47. **Lower L'Ardoise**, 3.—Rolling, fair.
53. **Grand River Bridge**, 6.—Mrs. Murchison's Hotel.—Rolling, fair.
60. **L'Archevique**, 7.—Rolling, fair.
68. **Gaberouse Lake**, 8.—Rolling, fair.
72. **Gaberouse**, 4.—Rolling, fair. T. L. (See route 40).
77. **French Road**. 5.—Hilly, fair.
81. **Big Bridge**, 4.—Rolling, fair.

- 86. **Marion Bridge**, 5.—Rolling, fair. Keep direct road.
- 92. **Cariboo Marsh**, 6.—Rolling, fair.
- 98. **Sydney**, 6.—McKenzie House.

ROUTE 35.

PORT HAWKESBURY TO SYDNEY.

Via St. Peters direct.

- Port Hawkesbury**, —Parker.—Rolling, fair.
- 8. **River Inhabitants Bridge**, 8.—Morrison's Hotel. Hilly, good.
- 14. **Kempton Road**, 6.—Hilly, good. T. R. direct to
- 23. **Grand Anse**, 9.—Hilly, good, T. L.
- 27. **Balmoral**, 4.—Hilly, good.
- 34. **Tear River**, 7.—Hilly, good.
- 36. **St. Peters**, 2.—Morrison's Hotel.—Rolling, fair. T. L.
- 46. **Soldier's Cove**, 10.—Rolling, fair.
- 51½. **Hay Cove**, 5½—McDonald's Hotel.—Rolling, fair.
- 55. **Red Islands**, 3½.—Rolling, fair.
- 61. **Irish Cove**, 6.—McNeil's Hotel.—Rolling, fair. Direct road.

- 67. **Middle Cape**, 6.—Hilly, fair.
- 72. **Big Pond**, 5.—Morrison's Hotel.—Rolling, fair.
- 86. **East Bay**, 14.—McNeil's Hotel.—Rolling, fair.
- 94. **Sydney Forks Bridge**, 8.—Rolling, fair.
- 100. **Sydney**, 6.—McKenzie Hotel.

ROUTE 36.

PORT HAWKESBURY TO SYDNEY.

Via Grand Narrows.

- Port Hawkesbury**,—Parker Hotel.—Rolling, fair.
- 3½. **Port Hastings**, 3½—T. R. Rolling, fair.
- 18. **Big Brook**, 14½.—Rolling, fair.
- 23. **River Dennis**, 5.—Rolling, fair.
- 29¾. **Orangedale**, 6¾.—Hilly, poor.
- 35¾. **Boom**, 6.—Hilly, fair.
- 40¾. **Estmere**, 5.—Rolling, fair.
- 45¾. **McKinnon's Harbor**, 5.—Rolling, fair.
- 53¾. **Grand Narrows Bridge**, 8.—Grand Narrows Hotel.—Rolling, good.

- 56½. **Christmas Island**, 2 ½.—Rolling, fair.
- 62½. **Shunacadie**, 6.—Hilly, fair.
- 68½. **Beaver Cove**, 6.—Rolling, fair.
- 76½. **Boisdale**, 8.—Hilly, fair.
- 80½. **Leitches Creek**, 4.—Hilly, fair.
- 83½. **Cross Roads**, 3.—Rolling, fair.
- 86½. **Northwest Arm**, 3.—Rolling, fair.
- 91½. **Coxheath Bridge**, 5.—Rolling, fair.
- 94½. **Sydney**, 3.—McKenzie Hotel.

ROUTE 37.

PORT HAWKESBURY TO SYDNEY.

Via Port Hood and Baddeck.

- Port Hawkesbury**,—Parker Hotel.—Rolling, good.
- 3½. **Port Hastings**, 3 ½.—Rolling, fair. Direct road.
- 9½. **Low Point**, 6.—Level, fair.
- 15½. **Long Point**, 6.—Level, fair.
- 21½. **Judique**, 6.—Hilly, fair.

- 32½. **Port Hood**, 11. —Mrs. Smith's Hotel.—Rolling, fair.
- 42½. **Mabou Bridge**, 10.—Rolling, fair.
- 49. **Brook Village**, 6½.—Rolling, fair.
- 61. **Whycocomagh**, 12.—Bay View Hotel.—Hilly, fair.
- 70. **Bucklaw**, 9.—Hilly, fair.
- 80. **Nyanza**, 10.—Rolling, fair.
- 88. **Baddeck**, 8.—Telegraph House.—Rolling, good.
- 97. **Big Harbor**, 9.—Rolling, fair.
- 100. **Boulardier**, 3.—Take ferry here.
- 104. **Calabash Road**, 4.—Rolling, poor.
- 115. **Groves Point**, 11.—Rolling, fair.
- 121. **Little Bras D'or**, 6.—Level, good.
- 124. **Sydney Mines**, 3.—Rolling, fair.
- 127. **North Sydney**, 3.—Belmont Hotel.—Rolling, fair. (Ferry boat to Sydney is 5 miles, by road 15).
- 142. **Sydney**, 15.—McKenzie Hotel.

ROUTE 38.

BADDECK TO MARGAREE HARBOR.

Baddeck, -Telegraph House.--Rolling, fair.

- 5. **Hunter's Mountain**, 5.—Hilly, good.
- 11. **Middle River**, 6.—Hilly, good.
- 16. **Upper Settlement Middle River**, 5.--Hilly, fair.
- 22. **Lake Law**, 9.—Level, good.
- 27 $\frac{1}{2}$. **North West Margaree**, 5 $\frac{1}{2}$. -Ross' Hotel. Rolling, good.
- 32 $\frac{1}{2}$. **Margaree Forks**, 5.—Level, fair.
- 40 $\frac{1}{2}$. **Margaree Harbor**, 8. -Crowdis' Hotel.

ROUTE 39.

- Sydney**,—McKenzie House.—Hilly road, fair wheeling.
16. **North Sydney**, 16. —Belmont Hotel.—(5 miles by ferry). Rolling road, fair riding.
19. **Sydney Mines**, 3.—Rolling, fair.
22. **Little Bras D'or Bridge**, 3.—Rolling, fair.
27. **Millville**, 5.—McKenzie House.—Rolling, fair.
- 32½. **Big Bras D'or**, 5½.—Livingston's Hotel. Rolling, fair.
- 37½. **New Harris**, 5.—Hilly, fair.
- 43½. **Englishtown**, 6.—McRitchies Hotel.—Hilly, fair.
- 48½. **Indian Brook**, 5.—Hilly, fair.
- 60½. **Wreck Cove**, 12.—Hilly, fair.
- 70½. **South Bay Ingonish**, 10.—Miss Curtis'. Level, poor.
- 72½. **Clyburn Brook**, 2.—Rolling, fair.
- 77½. **North Ingonish**. 5.—Burke's Hotel.—Rolling, poor.
- 88½. **Halfway House**, 11. —(Hotel).—Rolling, fair.
- 101½. **Cape North**, 13.—McDonald's Hotel.

ROUTE 40.**GABAROUSE TO SYDNEY.****Via Louisburg.**

- Gabarouse, Hilly, poor. Keep straight road.
- 12. **Louisburg**, 12.—Louisburg Hotel.—Rolling, fair.
 - 19. **Catalone**, 7.—Rolling, fair.
 - 24. **Albert Bridge**, 5.—Burke's Hotel.—Rolling, fair.
 - 36. **Sydney**, 12.—McKenzie Hotel.

ROUTE 41.**ST. PETERS TO ARICHAT.**

- St. Peters,—Morrison's Hotel.—Hilly, good.
- 2. **Tear River**, 2.—Hilly, good.
 - 9. **Balmoral**, 7.—Hilly, good.
 - 13. **Grand Anse**, 4. McPherson's Hotel.—Hilly, good.
 - 15. **Ferry**, 2.—Rolling, good.
 - 20. **Arichat**, 5.—Mrs. Bosdeb.

(Note.—Ferry to Arichat via De Escouse is 9 miles. Ferry to Arichat via Martinique road and West Arichat 10 miles. Grandigue Ferry to Cape La Round is 9 miles).

ROUTE 42.**MONCTON TO SHEDIAC.****Via Painsec Road.**

MONCTON,—American House.—Good road, easy grades. T. L. along Main street, passing sugar refinery, crossing Hall's Creek bridge, direct to **Charter's Corner** ($2\frac{1}{2}$). T. L. following direct road to **Meadow Brook Crossing** (), take L. F. (R. F. goes to Memramcook) across railroad track, passing Scoudac Chapel (12), thence direct to **Dorchester Road Crossing** ($15\frac{1}{2}$), thence direct to **McFadden's Corner** ($19\frac{1}{2}$), sharp T. R. thence direct to

$20\frac{1}{2}$. **SHEDIAC**, $20\frac{1}{2}$.—Weldon House.

ROUTE 43.**MONCTON TO HILLSBOROUGH.**

MONCTON,—American House.—Hilly road, but quite good wheeling, T. L. as far as railroad crossing. T. R. following along Bridge street, passing Round House and crossing Petitcodiac river. T. L. (R. F. leads to Salisbury) following river. Scot's hill (7) should be coasted with care. Pound hill (14) steep. Follow direct road to

$15\frac{1}{2}$. **HILLSBOROUGH**, $15\frac{1}{2}$.—Continuing, this road leads to **Hopewell Cape** (22) and **Albert** (35). Latter part of road hilly but good.

ROUTE 44.**BOSTON TO PORTLAND, BANGOR AND CALAIS.**

The following route from Boston to Portland, Bangor and Calais is copyrighted by the Maine division of the League of American Wheelmen and is inserted in this book through the courtesy of Mr. Abner W. Lowell, Chief Consul, Portland, Me.

ROUTE 1 A.

Adams Square, Washington street, N. E.; T. R. Hanover street to Chelsea Ferry; Ferry to Chelsea; Winnisimmet street to Chelsea Square.

Chelsea,—1 mile; T. R. through Broadway following car track to Fenno's Corner; and thence straight ahead over turnpike and Common street (7.15 m.) to

Lynn,—8.15 m.; T. L. at City Hall and follow Essex street direct to Upper Swampscot (1.75 m.); continue on Essex and Lafayette streets; cross bridge in Salem and take Central street over pavement; T. R. to Essex House (6 m.) to

Salem,—14.15 m.; from Essex House pass through stable yard; T. R. Church and Brown streets to Washington Square; T. L. to Winter street; T. R. Bridge street 1.5 m. to

Beverly,—15.65 m.; at end of bridge T. R. and take second left Rantoul street, and follow horse-car tracks 5 miles to

Wenham,—20.65 m.; after passing station follow telegraph poles through Hamilton (2.0 m.) 6.75 m. to

Ipswich,—27.4 m.; Agawam Hotel, Main street, T. R.; then T. L. direct 3.75 m. through

ROUTE 1 B.

Rowley,—31.15 m.; through Rowley woods (good well at R. R. crossing) crossing Parker River 4.75 m. to

Newbury Old Town,—35.9 m.; still direct down gravel hill (fine coast); High street; T. R. State street 4.0 m. to Wolf Tavern,

Newburyport,—39.9 m.; T. L. from Tavern, Harris street into Washington; right Winter street over Merrimac river bridge; thence T. L. on Salisbury road through East Salisbury (2.0 m.) thence L. F. crossing R. R. thence R. F. with fair side path 7.65 m. to

Seabrook,—47.55; thence follow telegraph poles 3.75 m. to

Hampton,—51.3 m.; thence take Lafayette road direct 11.0 m. to Rockingham Hotel.

Portsmouth,—62.3 m.; Over bridge into Maine leaving Kittery and the Navy Yard on the R.; direct to Biddeford passing 8 m. through

ROUTE 10.

York Corner,—70.3 m.; thence through Cape Neddick P. O. (4 m.) 8.0 m. to

Ogunquit,—78.3 m.; thence through Webhannet (3.9 m.) 5.5 m. to

Wells,—83.8 m.; thence 5.0 m. through

Kennebunk,—88.8 m.; thence 9.0 m. through Alfred street,

Biddeford,—97.8 m.; thence T. R. Main street 1 m. to

Saco,—98.8 m.; thence by Portland road direct 6.1 m. through

Dunstan's Corner,—104.9 m.; thence 3.0 m. to

Oak Hill,—107.9 m.; thence 2.9 m. to

Cash's Corner,—110.8 m.; thence over bridge into city turning first L.; passing Union station on L., then T. R. and follow electric tracks to Preble House (L. A. W.) 3.75 m.

Portland,—114.55 m.

ROUTE 3 A..

PORTLAND TO BANGOR.

Monument Square; Elm street northerly one block; T. R., Cumberland street to foot of sharp hill; T. L. Washington street direct over Tukey's bridge (1.5 m) to E. Deering (1.84 m.); just beyond fountain T. R. through Verandah street, passing the United States Marine Hospital (2.64 m.) on the right, direct over Martin's Pond bridge (2.76 m.) into Falmouth, thence direct over the Falmouth Foreside road to

Falmouth Foreside,—6.66 m.;* thence direct through Cumberland Foreside; T. L. (2.77 m.) study map for this—crossing the Grand Trunk R. R., taking first R. (3.3 m.) straight 5.13 m. into

Yarmouth,—11.79 m.; start easterly following turn to L. across Royal river; thence take first fork to R. direct 5.92 m. to

Freeport,—17.71 m.; thence direct through Hillside (4.65 m.) 8.8 m. to

* Just beyond here watch on the right for an *ordinary* wheel on the top of Inkeytanc Cottage, the summer home of a portion of the Portland Wheel Club. L. A. W. members always welcome. Wheelmen in trouble will be given all possible aid.

ROUTE 3 B.

Brunswick.—26.5 m.; Bowdoin College, the *Alma Mater* of Longfellow, Hawthorne, William Pitt Fessenden, and Speaker Reed nestles in a corner of this New England town. Main street northerly crossing the Androscoggin river 1 m. to

Topsham,—27.5 m.; T. R. by river road 9.0 m. to
(After rains follow telegraph poles, this road shorter but very sandy.)

Bowdoinham,—36.5 m.; T. R. and cross river arm; then take second R. to river road; T. L. and direct 7.0 m. to

Richmond,—43.5 m.; direct river road through Iceboro (, m.) Richmond Camp-meeting on R. (3.0 m.), S. Gardiner (6.5 m.) 10.0 m. to

Gardiner,—53.5 m.; then follow electric road 4.0 m. through

Hallowell, 57.5 m.; direct past State Capitol on L. (1.5 m.) 2.0 m. to

ROUTE 3 c.

Augusta,—59.5 m.; T. R. from Water street, cross Kennebec river to Bangor street, T. L. and direct road to Waterville, 7.0 m. through

Riverside, 66.5 m.; then 4.5 m. through

Vassalboro, 71.0 m.; then 6.5 m. through

Winslow,—77.5.; then past Fort Halifax (an historic log fort which dates back to the Indian wars) on the L. just beyond the Sabasticook river bridge, and then crossing the Kennebec 1.2 m. into Main street,

Waterville,—78.7 m.; T. R. into College street past Colby University (Baptist) grounds, follow electrics 3.1 m. to

Fairfield,—81.8 m.; T. R. Bridge street, cross Kennebec, straight up hill; T. L. then first R. across Neck road; T. L. direct 2.6 m. through

Benton,—84.4 m.; then direct river road 4.25 m. through

Clinton,—88.65 m.; then 5.0 m. through

Burnham Junction,—93.65 m.; then 7.0 m. to

ROUTE 3 D.

Pittsfield,—100.65 m.; leave Northerly, cross Sebasticook river and T. 2d R. 8.0 m. to

Newport,—108.65 m.; thence through E. Newport (3.5m.) 8.85 m. through

Etna, 117.5 m.; direct taking R. F. (1.4 m.) 4.0 m. to

Carmel,—121.5 m.; T. L. crossing R. R. with T. L. and T. R. 7.0 m. to

Hermon,—128.5 m.; thence direct 7.0 m. to

Bangor,—135.5 m.

ROUTES 3 E AND 35.

Bangor,—P. O.; State street to Exchange street; Washington street over toll-bridge 1 m. to

Brewer, 1 m.; take the straight direct and good road from the bridge 7 m. to

Holden,—8.0 m.; good road 4 m. to

George's Cor., Dedham,—12 m.; very hilly not safe to coast 10 m. to

Ellsworth Falls,—22.0 m.; 4 m. to

Ellsworth,—26.0 m.; Main street direct 6.0 m. to
Franklin Roads,—32.0m.; L. F. direct 6.0 m. to
Franklin,—38.0 m.; L. F. direct over good road 18.0 m. to
Cherryfield,—56.0 m.; cross Narraguagus river direct 6.0 m. through
Harrington,—62.0 m.; direct, good road, 6.0 m. through
Columbia Falls,—68.0 m.; over fine road 10.0 m. to
Jonesboro,—78.0 m.; T. L. then T. R., fine road 6.0 m. to
Machias,—8.40 m.; then 3 m. to
E. Machias,—87.0 m.; then good road 19.0 m. to
Dennysville,—106.0 m.; then good road 22 m. to
Calais,—128.0 m.

For Hotels and information regarding route see next page.

Hotels along the route. Lake House in Dedham about 1 mile beyond George's Corner, 5 minutes walk from Philips Lake. Green Lake is about 4 miles beyond Lake House; U. S. Fish Hatchery at foot of Green Lake, can take steamer from the head to foot of lake. Good fly fishing for trout and landlock salmon. No public house at Green Lake.



THE Canadian Wheelmen's Association

Gives you

{ Protection on the Highway,
 A bright Cycling Journal twice every month.
 Reduced Rates at all C. W. A. Hotels,
 And many other advantages.



Unattached Members, \$1.00.

H. B. DONLY, Simcoe, Ont.

FERGUSON & PAGE

...HAVE A FINE LINE OF...

Souvenir Goods

IN SILVER AND ENAMEL,

... CONSISTING OF ...

*Spoons, Cream Ladles, Sugar Sifters, Berry
Forks, Food Pushers and Match Boxes,*

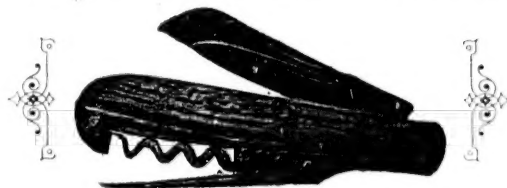
COIN BROOCHES, EAT PINS, LINKS, Etc.

HEADQUARTERS FOR

Fine Jewelry, Diamonds, Watches, Etc.

Do not forget
to call at 41 KING STREET.

High Grade English Cutlery,



FOR

POCKET, TABLE AND TOILET USE.

SPORTING GOODS.

Guns, Revolvers, Arms and Ammunition

OF ALL KINDS, PRICES LOW.

T. McAVITY & SONS, 13 to 17 King St.,
ST. JOHN, N. B.

On the Road

• • Without a good pair of
BICYCLE SHOES

is like riding a wheel that
needs a thorough repairing
—not much pleasure.

Before you start call at

• **Waterbury & Rising's,** •

SAINT JOHN, N. B.



—FOR—
BICYCLING.



Crash Hats. † Crash Caps.



VENTILATED TWEED CAPS,



VENTILATED BLUE CLOTH CAPS.



*All kinds of CAPS, for Ladies, Misses, Men
... and Boys. ...*



D. MAGEE'S SONS,

63 King Street, Saint John, N. B



F.

Caps.



S.



es, Men

NS,